



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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NEW ELEVATOR AT ST. JOSEPH, MO.

The extension of many of the trunk lines into the boundless grain fields of the territory west of the Missouri River has made the building of large elevators at Missouri River points a necessity. The elevator shown in the accompanying cut is the first one to be erected in the growing city of St. Joseph, Mo. It was built by the Chicago, Rock Island & Pacific Railway, to take care of the grain collected by its Kansas and Nebraska lines.

The building is complete in every respect, having been planned by Mr. Frank Kaucher of St. Joseph, who also superintended its erection. The bins are numerous enough to secure careful grading, and large enough for ample storage room.

Its outfit of machinery is complete, and includes a 50-horse power engine and boiler, one No. 8 Eureka Dustless Warehouse Separator, one No. 5 horizontal scouter, one No. 0 Western Corn Cleaner, one No. 0 sheller, one E. H. Pease Mfg Co.'s Flax Reel, two steam power shovels for unloading on both sides of elevator at the same time, two Adams Power Car Pullers, friction clutch pulleys, flexible loading spouts, and other machinery.

The elevator is operated at present by that well-known and popular grain man, Edson Gregg, and will no doubt be a favorite place with the grain men on the Kansas and Nebraska lines of the Rock Island who wish to have grain cleaned.

The railroad company showed good judgment in the selection of their builder and manager, and in placing the order for their machinery. They bought the engine, boiler, pulleys, shafting, elevator boots, etc., of THE FROST MFG. CO., Galesburg, Ill., thus making sure of entire satisfaction from start to finish.

DAKOTA WHEAT BUYERS' UNION.

The wheat buyers of Brown county, Dak., and representatives from adjoining counties, held their second meeting at Aberdeen, Brown county, Dak., Tuesday afternoon, Mar. 26, and perfected their organization by the election of the following officers: President, J. W. Abbott of Webster; Vice-President, R. E. Laidlow of Aberdeen; Secretary, J. M. Carr of Aberdeen; Treasurer, C. H. Bates, Aberdeen.

The organization will be known by the name of the "Wheat Buyers' Union of Dakota," and at the next meeting, which will be held April 17, suitable rules and regulations will be adopted. Five different counties were represented to the extent of some thirty-five buyers, and all seemed to be thoroughly in earnest in perfecting an organization which shall serve the purpose of mutual benefit and protection.

COMPETITION IN WHEAT GROWING.

In a recent issue of the *Quarterly Review* the subject of "Competition in Wheat Growing" is treated at considerable length. The writer says: "After three years of unremunerative prices many British farmers are disposed to regard their struggle with foreign and colonial competitors as almost hopeless." Many farmers doubtless labor under excessive rents and taxes, and it has been pointed out by

costing £8 an acre, we find over the vast regions of the Western states, where nearly half the exported wheat is grown, the total expenses are covered by 40s. or 42s. an acre. In some parts of Dakota, in Manitoba and California, the average cost of production is said to be rather less. It is always considered that Minnesota wheat can be sold at British ports with a profit to all concerned at about 22s to 25s. a quarter.

Mr. Finlay Dunn says: "America produces about one-fourth of the wheat grown in the world."

Her increased production has been unprecedentedly rapid. It has more than quadrupled in thirty years. It has doubled since 1868. Between 1876 and 1878 it made an advance of 28 per cent. The wheat yield of the United States and its rapid increase are well illustrated by the following official returns, given in ten-year intervals:

	Bushels of wheat.
1850.....	100,485,944
1860.....	173,104,924
1870.....	235,884,700
1880.....	445,000,000

The export of breadstuffs from the United States in 1887 amounted in value to \$158,301,708, showing an increase of \$10,178,688 from the previous year. The conditions, therefore, which heretofore have encouraged this extended growth still remain in operation. The wheat area, although ten times that of the British Islands, is represented by the extent of the comparatively small state of Alabama, and does not yet reach one-fortieth of the cultivatable area of the states. Many years must consequently elapse before the American limit of production is reached—before the great prairies, plains and bluffs now uncultivated, or only partially cultivated, yield a fair return of golden grain. The tide of emigration and agricultural enterprise flowing steadily westward carries with it the growth of wheat. Until 1849 more than half the produce was confined to the New England and other Atlantic states; 43 per cent. was grown in the Middle states; only 5 per cent. in the trans-Mississippi states and territories. At the rate of about nine miles a year Mr. Dunn estimates the wheat growth to have gone west. In the Eastern states less than 15 per cent. is now grown; in the Middle states about 40 per cent.; in the Western states upward of 45 per cent.

The lower cost of production in the Western and Pacific states discourages wheat growing in the older Eastern states, and accelerates the Western movement both of wheat and Indian corn. The great extent of cheap lands, the expansion of railroads, and the utilizing of water traffic, enable the enterprising Western states to compete successfully in the growth of grain with the Middle and Eastern states. The New Englander, like his cousin in old England, finds it cheaper to import than to grow his wheat. Both are compelled by Western competition to readjust expenditure and modify cultivation. But notwithstanding the enormous wheat "output" of America,



THE NEW ELEVATOR AT ST. JOSEPH, MO.

several English economists that if they paid no rent at all farmers could not go on farming with the absurdly low prices that now prevail. As a rule the sale of straw from a farm is forbidden by landlords, and returns from a large number of farmers showed that a profit was made only when they were allowed to sell the straw. Eighty-five wheat growers in eleven counties return an average expense per acre of £8 10s. 9d., and of receipts £8 8s per acre, leaving a loss of 2s 9d., the price of wheat being 36s. per quarter. What shall we say when the price of good white wheat is 30s per quarter or less?

Wheat culture in the United States is generally conducted on a cheaper and more rough-and-ready method than is practiced in Great Britain. So that instead of

it is rather to India that are ascribed many of the English farmers' woes and uncertainties of the future. Mr. Arkell said recently "he did not believe that there is any other country under heaven that can produce wheat at the price that India can now. And it is this country, with its vast wheat producing area, that has brought down the average price of wheat to 30s. per quarter."

The first export of wheat from India was in 1868, and the quantity was 559,000 bushels. There was a slow increase for a few years until 1876, when the amount was 4,687,000 bushels. In 1881 the quantity was 13,896,167 bushels. For the six years 1882-87 the average export has been 35,530,000 bushels. From the first official report on the prospects of the Indian wheat of the season 1887-88, we find the supposed normal wheat area to be 26,178,900 acres, which taken at 14 bushels per acre, the estimated average, according to some authorities, of the production of wheat throughout the country, would give the enormous quantity of 366,504,600 bushels. Allowing the average home consumption of recent years, this will leave a surplus for exportation of over 66,000,000 bushels.

Formerly most of the Indian wheat came to Great Britain, at least four-fifths of it; but during recent years the proportion imported into the United Kingdom has been rather less, although the actual quantity has been greater.

The price of Indian wheat at the place of export has been a few cents lower than that of American wheats, but the ocean freights have been about as much in favor of the American product as a compensation; and on arrival the latter is found to be cleaner and better, and is therefore not prejudiced for best milling uses by the Indian grain.

The *American Agriculturist* for February, 1888, in an article upon this subject by Mr. Chester P. Dewey, remarks: "Much has been said and written concerning the possible rivalry between the wheat product of India and that of the United States, and the possible expulsion of the latter from the markets of Europe." The possibility, the author proceeds to say, may be regarded as very remote, for various reasons—such as the imperfect method of culture and harvesting in India, the cost of interior transportation, the inferior quality of the grain, the necessity of irrigation, etc. A few figures will exhibit some points of the relative situation in the two countries, as follows:

	India.	United States.
Population.....	260,000,000	60,000,000
Area, square miles.....	1,400,000	3,000,000
Miles of railroad.....	13,300	138,000
Wheat acreage.....	27,000,000	34,000,000
Average crop 1883-86, bushels ..	260,000,000	437,000,000
Export of wheat, 1887, bushels ..	39,312,000	132,000,000
Total exports, 1881-86, bushels ..	175,000,000	800,000,000

We see, therefore, that while India raises one bushel of wheat to a head of the population, the United States raises seven bushels per head. India has one mile of railroad to 20,000 people, the United States one to 435 persons.

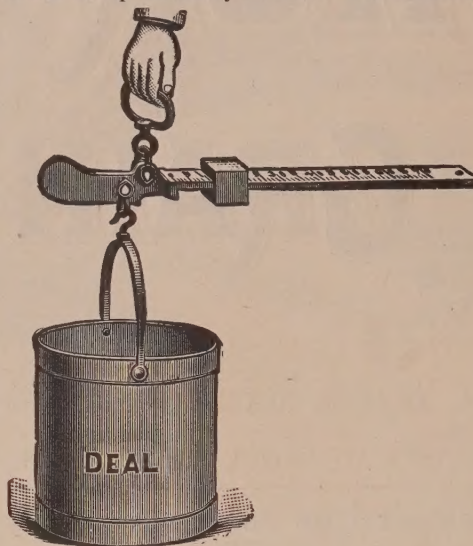
The people of India require by far the largest proportion of their wheat product for food and seed (and their home consumption is said to increase every year), while the people of the United States, after appropriating five bushels per capita, have a surplus for export equal to one half the entire crop of the British empire in the East.—*The Miller, London, Eng.*

There is quite a difference between the market value of grain seventy-three years ago and at present. In 1816 one bushel of corn would buy one pound of nails. In 1889 one bushel of corn will buy ten pounds of nails. In 1816 it required sixty four bushels of barley to buy one yard of broadcloth; in 1889 sixty-four bushels of barley will buy twenty yards of broadcloth. In 1816 it required a bushel of wheat to buy one yard of calico; in 1889 one bushel of wheat will buy twenty yards of calico.

A good many people have not heard of the way in which a tribe of monkeys prepare to rob a cornfield. Let us describe it, says a writer in *Popular Science Monthly*: When they get ready to start on their expedition an old monkey, the leader of the tribe, with a staff in his hand, so as to stand upright more easily, marches ahead on two legs, thus being more elevated than the others, so as to see signs of danger more readily. The rest follow him on all-fours. The leader advances slowly and cautiously, carefully reconnoitering in all directions, till the party arrives at the cornfield. He then assigns the sentinels to their respective posts. All being now in readiness, the rest of the tribe ravage and eat to their heart's content. When they retire each one carries two or three ears of corn along, and from this provision the sentinels are released on arrival at their lair.

DEAL'S IMPROVED GRAIN TESTERS.

The importance of the grain tester both to the miller and grain man has long been understood, and however much it may have been denounced originally, it is now recognized as a protection not only to the purchaser of grain, but to the seller as well, when the latter has a fair or good article to sell. Some millers' associations have recommended all the millers in their districts to be governed in their purchases by the tester. The tester made



by the H. J. Deal Specialty Co., and illustrated herewith, has been adopted generally as the most complete instrument on the market. This is not only the case with mill



ers, but boards of trade have also adopted it as standard. The testers are made of brass, finely finished, and sealed to conform to the United States standard, and warranted



perfectly accurate. They are made in three sizes: One pint, one quart, and two quarts. The weight per bushel is obtained by weighing an average sample of any lot of grain, and the percentage of dirty or foul matter easily determined. The two-quart size is most generally used, and is most convenient for mills and elevators. The company will send a tester C. O. D. with the privilege of examining and testing before purchase. For particulars as to prices of these and other specialties for the trade, address the H. J. DEAL SPECIALTY CO., Bucyrus, Ohio.

The prospects are that California will have the largest wheat crop ever produced in that state.

California has a grain bag syndicate which seems to have considerable influence in the state legislature. A bill passed by the lower house providing for additional facilities for the manufacture of jute goods in the state prison was so amended in the senate as to be unobjectionable to the syndicate. It is to be hoped that the grain men of the coast will take some action that will cause the same fate to overtake the jute bag syndicate as overtook the cotton bagging trust.

GRAIN TRADE OF RUSSIAN PORTS ON THE SEA OF AZOV.

The grain trade of the different Russian ports has not received much attention from the grain dealers of the world; in fact, it has been almost impossible for them to obtain any reliable data bearing upon the importance of the grain trade of the different exporting centers, and especially those on the Sea of Azov. Mr. M. P. Federoy recently published a book on "The Grain Trade at the Principal Ports in Russia and Konigsberg," which contains considerable valuable information. The work was compiled from information obtained by a committee appointed at a meeting of the representatives of the Second Group of Railways, and who visited the ports in the spring of 1888.

According to Mr. Federoy's book, Rostov-on-Don, which in the year 1882 exported 644,445 tons; 1883, 677,620 tons; 1884, 593,174 tons; 1885, 598,095 tons; and 1886, 325,555 tons of grain and seed, is one of the principal exporting centers, owing to its favorable position, commanding the Sea of Azov, and being on the River Don, which runs through the fertile black earth zone and the southeastern grain producing steppes. The town also is the terminus of three railways. It draws its supplies from the central basin of the Volga—Saratov, Tambov and Samara provinces—which region, on account of the improvement in the northern canals and the construction of the Saratov-Tsaritzin Railway, sent its exports during the years 1860 to 1870 to the Baltic; but at the present time, with the lowering of freights on the Don and from Taganrog, the trade has again returned to its old channel, particularly when a bad harvest is experienced in the neighboring districts, such as in the year 1886, when the crops failed in Cis-Caucasia and partly along the Don. Also from the basin of the Don—Don Cossack territory (with the exception of the Mius-circuit, which exports via Taganrog and Marioupol), Voronej, and the eastern part of the province of Kharkov; and from the eastern part of Cis-Caucasia, with the southeastern portion of the Kuban territory, Ter territory, province of Stavropol, and the southwestern part of Astrakhan.

Wheat occupies the first place in the grain exports, more than one-half of the total quantity falling under this head; and during the five years 1881 to 1885 the figures have been more than doubled. It is received from the Don Cossack territory, Cis-Caucasia, Central Volga and Voronej provinces; the superior qualities, Azim hard wheat, Saxonka and Ghirka being shipped to Greece, Italy, France, Spain, Switzerland, Germany and Belgium and the inferior sorts to Great Britain and Holland.

Rye is second in importance, occupying about one-fifth of the total grain exports from Rostov, and during the last ten years the quantity has increased 2 1/2 times, i. e., even more than the wheat. Rye comes from the Don Cossack territory and Voronej government, and is sent to Germany, Belgium, Holland and Norway.

The export of barley, which at the present time occupies a much larger percentage in the export trade than formerly, has during the past ten years increased 3.7 times. It is collected from places in the vicinity of Rostov, on the Vladikavkaz line; also from the southern portion of the Don Cossack territory, and finds its way to France, Spain, Belgium, Holland and Great Britain. At one time oleaginous seeds formed an important part of the exports from Rostov, but of late years they have greatly decreased. The average amount exported for 1876-80 was 100,000 tons. In 1886 this had fallen to 26,825.

The grain is conveyed to Rostov by the River Don, the three railways, or by carts or wagons. Upon arriving at Rostov it is placed in a warehouse and prepared for exportation. The exporters have completely changed their way of doing business of late years. Formerly they sent their agents long distances into the interior to purchase grain, but with the fall of prices in the foreign markets and the small profits accruing, merchants now wait for produce to be brought to Rostov, except in years when the crops in the vicinity fail. In former years the merchants also shipped grain for their own account, whereas they now only execute orders received from abroad. This is partly explained by the lack of confidence existing abroad in the quality of the grain shipments.

The next port of importance is Taganrog, but it is far behind Rostov, which lies between the grain producing regions and that place, thus intercepting its export trade. One of the principal reasons that grain is not more extensively exported direct from Taganrog—a seaport town only about forty-six miles distant from Rostov—is

that the depth of water at the quay does not exceed nine feet, and in some places there are only five feet; therefore, seagoing vessels are obliged to anchor in the roadstead at a distance of from fifteen to twenty-five miles from the town, and also on account of the unfavorable position of warehouses. The expenses on grain are heavier than at Rostov. The Taganrog stores, from which grain is carted, are situated about a mile from the quay, where berth room is so limited that lighters have to load over the stern. Several projects for improving the port have been brought forward, but taking into consideration the relative importance of Taganrog as a grain exporting center, the high cost of realizing same would not be justified. Navigation generally opens in March and closes in December. During the last six winters the port has been closed on an average three months and six days.

Wheat is the principal article of export from Taganrog, but during the five years 1881-85 the quantity has greatly decreased, as has also its percentage of the total grain exports. During the years 1876 to 1880 85.54 per cent. of the grain trade fell to wheat, but it gradually gave way to 70 per cent during 1881-85, and 59 per cent. in 1886; in 1887, however, it again rose to 67 per cent. During the same period the export trade of rye and barley shows a great improvement, particularly the latter, which exhibits a still further increase in 1886 and 1887. The export of oats and maize remains as unimportant as before, and a still further decrease is perceptible. From 1876-80 the average amount of oleaginous seeds exported was 25,080 tons, but this has been rapidly decreasing, and in 1886 only 3,685 tons were exported.

The shallowness of the Kertch-Yenikale Straits is a great impediment to the navigation of the Sea of Azov, but at the present time dredging operations are being carried on, so as to attain a uniform depth of 19 feet for a distance of 11,316 yards, and 20 feet on the Tuzla bank.

Marioupol, during the five years 1871-75, exported annually 126,670 tons; 1876-81 (excluding 1877), 50,603 tons; and 1882-83, 43,396 tons. The decrease noticeable is caused by a large falling off in the export of wheat, although rye, and especially barley, show a marked improvement.

During the years 1871-75 Berdiansk exported 157,127 tons annually; 1876-81 (excluding 1877), 140,095 tons; 1882-83, 109,682 tons; and 1884-87, 170,793 tons. Therefore, although the export commenced to decrease, a revival has set in during the last three years, the figures being as follows: 168,730, 169,523 and 173,968 tons respectively. The increase is more or less perceptible in barley, of which 30,720 tons were exported in 1887, the quantity of wheat being 129,830 tons for the same period. There are no other ports on the Sea of Azov from which much grain is exported.

THE WORLD'S WHEAT CROP IN 1888.

The following is the amount of wheat produced last year in the principal wheat growing countries of the world as officially reported, compared with the crop of 1887:

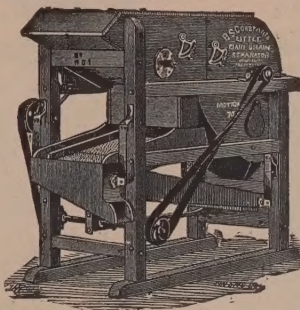
	Crop in Winchester Bushels.	1888.	1887.
America.			
United States.....	415,868,000	456,339,000	
Ontario.....	20,284,346	20,073,728	
Manitoba.....	*6,000,000	12,351,724	
Argentine Republic.....	*18,000,000	18,371,667	
Chili.....	*12,000,000	15,000,000	
Total countries named.....	472,152,346	522,126,119	
Europe.			
Austria.....	38,548,554	38,120,016	
Hungary.....	36,871,064	146,866,500	
Russia, exclud. Poland.....	254,362,500	273,865,000	
France.....	273,668,346	319,150,432	
Italy.....	106,098,600	120,146,162	
Spain.....	*101,175,000	95,000,000	
Germany.....	*92,000,000	104,013,168	
United Kingdom.....	76,727,927	78,511,688	
Roumania.....	*54,000,000	63,003,600	
Belgium.....	14,878,751	19,898,365	
Denmark.....	4,824,000	4,800,000	
Sweden.....	4,247,000	4,324,936	
Total European countries.....	1,157,412,342	1,267,699,867	
Miscellaneous.			
India.....	266,882,112	233,125,797	
Australia.....	*40,000,000	35,208,000	
Total two countries.....	306,882,112	268,333,797	
Grand total nineteen countries.....	1,936,446,800	2,058,159,783	
Decrease from 1887.....	121,712,983		
Increase over 1886.....	70,751,465		

*Approximate production in 1888.—New York Produce Exchange Weekly.

B. S. CONSTANT'S "LITTLE GIANT" GRAIN SEPARATOR.

The machine illustrated in this column is intended to supply a want in grain cleaning machinery, and the inventor and manufacturers are convinced that the excellence of the machine, a cut of which is given herewith, will be conceded by those who will take the trouble to investigate it.

In this machine most of the work is done by suction; the construction of the machine is such that you can control every part, the air flues are the full width of the machine, and the feed is arranged so that the grain is spread out thin in the flue, to give the suction a chance to do the work. The suction fan is located so that the suction is of an even pressure on the grain; it will take out all light material regardless of size or shape, and relieves the ridges of material that will choke and reduce their capacity, such as sack strings, binding twine and straw; they have a force and automatic feed, and will shut off when the



B. S. CONSTANT'S "LITTLE GIANT" GRAIN SEPARATOR. machine stops running; it requires no attention when shutting down the engine. This machine is made very strong and durable, it is put together with joint bolts, the journals are large and run in babbit boxes. The dust and chaff is carried out of the building or to a dust room. The machine requires little attention otherwise than to keep oiled.

The machine takes up but little room, and but little power to operate it. It is made in ten sizes, ranging in capacity from fifty to two thousand bushels per hour, so that it is adapted to all requirements. The manufacturers, KING DRILL CO. of Logansport, Ind., will be pleased to give full particulars upon application being made to them.

LONDON BUCKET SHOPS.

The bankruptcy courts have recently been busy with the affairs of several bucket-shop keepers whose highfalutin circulars, Turkey-carpeted offices, Gilbey's sherry and other luxuries have failed to draw the public in sufficient numbers to make the game pay. These cases have brought into prominence a fresh point in connection with the brigands of the city. Hitherto it has been supposed that the country parson, the retired officer, the speculative spinster, and the farmer with a soul above crops have been the class which has almost exclusively furnished victims to the gentlemen who "buy or sell any amount of stock at from half per cent. cover." Not so, it seems. The lists of creditors produced to the Registrars in Bankruptcy show numerous instances of a curious confidence on the part of men who might very well have been expected to take care of themselves. Some of the most steady-going and respectable stock and share dealers figure in these lists. A desire to do business had evidently got the better of their discretion, though it is hardly credible that irresponsible vagabonds whose sole capital consists as often as not of a good stock of *aliases* and a little handsome furniture, either obtained by the confidence trick or on the hire system, should be able to induce business men to deal with them otherwise than for cash down "on the nail." However, the fact remains that credit has been given to that kind of people from the quarter indicated, and we hope that the experience of the few will be the warning of the many not to trust persons of this description without first making what any merchant would make before doing business with a stranger, however prosperous looking—a reference to some such protective agency as Perry's or Stubb's.

Our object in referring to the matter is not so much to offer paternal advice to a shrewd class who, especially after the slight awakening some of them have had, ought not to need it, as to correct an error which we foresee might arise in the mind of the public in consequence of trade credit having been accorded to these men of straw.

It will be remembered that in the case of Godfrey vs. *The Financial Times* one of our points was that the plaintiff did not *bona fide* buy and sell stocks and shares for his so-called clients, but, to use a slang phrase, merely "stood the racket" himself—practically laying the odds to people who were weak enough to trust him with their commissions. This we maintain is the prevalent custom among the class of sham "brokers" to which Godfrey belonged, and we wish to point out that our contention, which is really a statement of fact based on absolute knowledge, is in no way weakened by a few of his kind having been proved to employ reputable dealers. On the contrary, it is considerably strengthened by the disclosure. The fact is that men of the Godfrey stamp do not go to the genuine dealers till they are *in extremis*, and then not for the purpose of buying or selling for their clients, but so as to make themselves right when they have laid all they dared, consistently with being able to keep their shop open, on or against a certain security. It is simply a hedging operation on all fours with that of the little ready money bookmaker who when he finds that he has betted more than he can stand against a horse, will go and back it in for a small sum with a bigger man. The running off by the small fry of the bucket-shop fraternity to responsible men is therefore nothing but a sign that they are in fear of "overrunning the constable," and while in no way reassuring the public that their commissions are being properly executed, should act as an additional danger signal to all whom they may seek to impose upon.—*Financial Times*.

THE MINNEAPOLIS WHEAT STEAL.

Henry W. Holmes and the Minneapolis Union Elevator Company, against whom William G. Harley recently brought suit for \$50,000 damages, have filed an answer in the case. Harley was the first arrested in the Union Elevator wheat steal fiasco which caused so much excitement last fall. The different complaints against him having been withdrawn he brought suit for damages to his personal reputation and business. In their answer the elevator people make no effort to mince matters, and allege that Harley made a confession of the whole transaction. The defendants in their answer say:

That on Sept. 19, 1888, Harley acknowledged and confessed to said Holmes and to several other officers of the elevator company that for several months prior thereto and covering a period of about a year, he had been a party to a conspiracy which existed between certain employees of said elevator company and the firm by which Harley was employed, for the systematic larceny of wheat from the elevator company, and that pursuant to such conspiracy the parties engaged therein had stolen from the elevator company a large quantity of wheat—more than 15,000 bushels, that all of the stolen wheat had been sold by said conspirator, and that the proceeds of such sales had to a large extent been placed in the hands of said plaintiff (Harley) for distribution among the conspirators, and that said Harley had distributed and paid over to said conspirators, including himself, the proportions of said proceeds agreed upon among themselves.

It is also set forth in the answer that four other persons engaged in the conspiracy had made confessions and declarations to Mr. Holmes and other officers of the elevator company. The defendants then state how they happened to withdraw the original complaint against Harley. The warrant upon which Harley was arrested charged the larceny of 15,000 bushels of wheat. The defendants say that Harley besought them for the sake of his sick wife and child to change the complaint so that he could get bail. They accordingly swore out a second complaint, charging Harley with stealing 15,000 bushels of wheat. Bail was furnished in the sum of \$1,000. This change, the defendants say, was made after consultation with the county attorney and the court. Mason was arrested and arraigned. The court held that the prisoner's confession, previously taken, could not be admitted as evidence until the larceny of the wheat had been proven. Mason was discharged, and after Harley's preliminary examination had been postponed several times the matter was finally dropped.

During March 2,223,088 bushels of corn were shipped from New Orleans to foreign ports. Of this amount Liverpool received 588,811; Rouen, 698,618; Frederickshaven, 70,772; London, 52,142; Cork, 162,785; Hamburg, 97,101; New Castle, 78,393; Bremen, 59,330; Dunkirk, 188,503; Havre, 131,089; Belfast, 96,154. During the same time Baltimore only shipped about 1,700,000 bushels.

THE GRAIN SHIPPERS ARE VICTORIOUS.

More than a year ago shippers of grain from the north-western portion of Iowa over the Chicago & Northwestern Railway found that they were being discriminated against in the matter of rates to seaboard points. Rates from towns in this section of Iowa were higher, so they alleged, than were the rates from Nebraska points over the same railroad. Further, it was shown that the rates were higher from points on the northern division, the Hawarden, Merville and Mapleton branches, than they were from points on the main line equally distant from the Mississippi, and still higher than they were from Audubon and other towns on the southern branch when the Northwestern came in competition with the Rock Island. These discriminations became a very serious matter to the business interests of the less fortunately located towns. Their dealers could not afford the prices for grain that dealers on other roads and on the main line of the Northwestern could, and as a consequence it was hauled in wagons to the better markets and the money received in return expended. The business men of such energetic cities as Battle Creek, Ida Grove, Holstein and a dozen others waxed very wroth, and the Northwestern Iowa Grain and Stock Shippers' Association, of which F. D. Babcock of Ida Grove, was secretary, took the matter in hand. As the question involved was one of interstate transportation the Iowa Railroad Commissioners had no authority to act, but they consented to receive evidence and prepare the case for an appeal to the Interstate Commerce Commission. In March, a year ago, a hearing was given the shippers at Carroll, and upon the evidence there presented a petition to the Interstate Commission was based.

This latter body granted a hearing which was held in Dubuque, July 26. The shippers and the Iowa commissioners were represented by Hon. Spencer Smith, who had drawn up the original petition and who conducted the case throughout for the plaintiffs. Recently the Interstate Commerce Commission, by Commissioner Morrison, rendered its decision in the case of the Northwestern Iowa Grain and Stock Shippers' Association vs. the Chicago & Northwestern Railroad Company. The decision says: A railroad company making different rates for the same distances on different branches of its road must justify them by showing that there is a difference in the cost of carrying on the different branches. The company, by long maintaining a rate without the presence of competition on other than equal terms, makes or gives evidence that such a rate is not too low. A company which has two routes between points cannot lawfully charge more for a shorter than a longer distance on either.

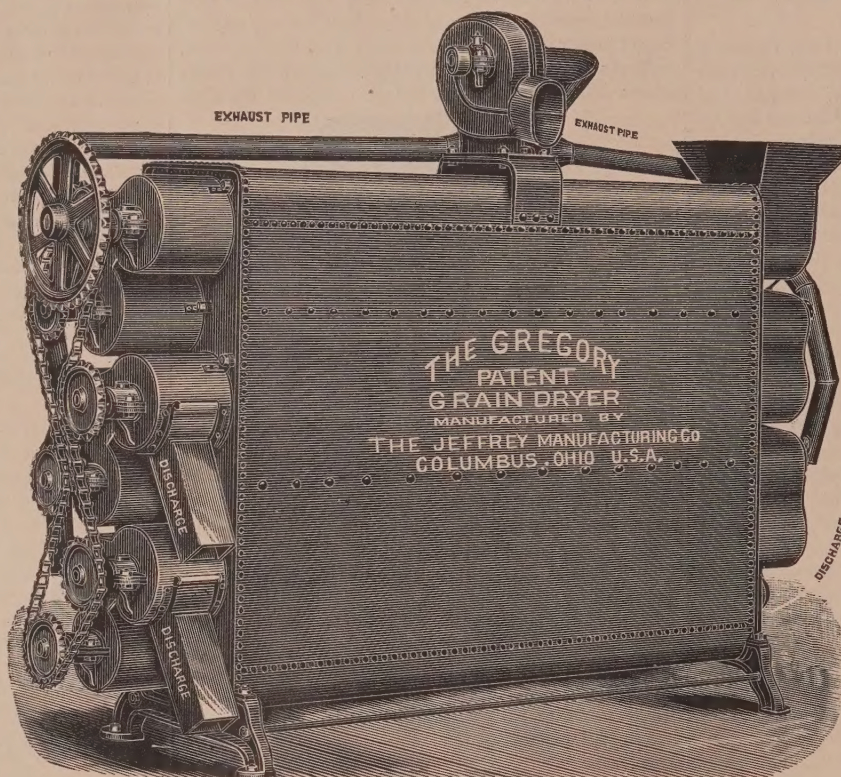
A road can carry freight from points on its main line cheaper than another road can carry to and over its main line, and where one of such branch lines must carry in competition with another road from its main line stations, the rate on this branch establishes no criterion for the branches not so situated. The company gave special rates to corn shippers in Nebraska to a point in Illinois, by means of which the corn reached the seaboard by low through rates. When the company denied, as it did, such special advantages to corn shippers in Iowa, it gave unlawful preference to Nebraska shippers.

The long delay which occurred in rendering the decision is said to have occurred because the rates which the shippers complained of were less than those which were subsequently put in force in Iowa through the adoption of the Iowa commissioners' schedule, and it was believed that a decision rendered while the latter rates were in controversy might have a disastrous effect upon their final acceptance by the board and the people.—*Des Moines Leader*.

Canadian grain men were at Ottawa recently, trying with the millers to have the Government increase the duty on flour from 50 cents to \$1 per barrel.

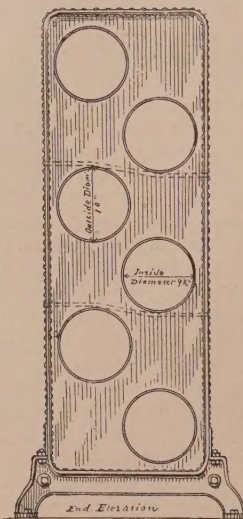
THE GREGORY PATENT GRAIN DRYER.

The utility of machines for drying, for a great variety of purposes is becoming more and more generally understood and appreciated. Thus, grain dealers have sought appliances for drying damp wheat, corn, oats, etc. Millers employ dryers for wheat and other grain preparatory to grinding, as well as upon meal after its manufacture. Grain exporters use dryers to put their grain in a condition to stand shipment and escape heating. Dryers are also used for treating coffee, tobacco, salt and many different classes of granular material. We give below a description and cuts of the Gregory Patent Grain Dryer, which is employed for a variety of purposes by millers,



THE GREGORY PATENT GRAIN DRYER.

grain men and others. This dryer consists mainly of an air-tight tank—a series of tubes with independent conveyors and an exhaust fan. The whole is mounted on an iron stand, and is substantially built throughout. The tank is made of heavy sheet iron, and the tubes are seamless. The heads on the ends are cast iron, and when this



GREGORY DRYER—END SECTION.

machine is completed the tubes form a continuous run, equal to the length of all the tubes in the machine. These tubes are so fastened in the tank that their outer surface only is exposed to the steam furnishing the heat. This arrangement of the tubes gives them a large heating surface, so that the material is operated upon quickly. The conveyors are of the screw pattern, which not only forces the material through the tubes, but keeps it in a constant

state of agitation, which is one of the essential points of a perfect drying machine. The conveyors are made right and left, which passes the material along through the first tube and then back through the second, and so on until the discharge point is reached at the bottom of the dryer, or at the intermedial discharge point, if so desired.

The exhaust fan forms an important part, in that, by its suction, the dampness as it arises from the material is at once drawn out of the tubes, leaving the air pure and dry. The fan is run independent of the conveyors, and at such a speed to insure perfect work. As will be seen from the illustration, each tube is connected to the exhaust fan. The conveyors are actuated by sprocket wheels and chain, and the whole can be run from the drive shaft by means of ordinary belt or chain. The dryer needs no attention after it is started. The feed can be arranged to work automatically from bins, while the discharge can be taken care of in various ways. The size is such that the machine can be placed in most any position. It occupies a space of only 9x2x5 feet. Is heated by either exhaust or live steam.

The claims made for the Gregory Grain Dryer by the manufacturers are as follows: "This machine will dry damp grain of all kinds. It will remove the must from old grain, and by one operation will place grain in condition for shipment, and will prevent it, when ground, from becoming lumpy or souring in any climate. It will dry new wheat direct from the field; it will toughen the bran and granulate it ready for the rolls, thus avoiding the necessity of holding over large quantities of old wheat. It scours, cleans and removes all filth from the grain treated. Corn from the field can be acted upon, making it ready for the bins or rolls. It will also granulate oats and barley ready to grind and put into packages. This dryer is not intended for grain only, but it finds its way into many other branches of industry—in fact, where any granular materials are to be dried."

This machine is made by THE JEFFREY MFG. Co. of Columbus, Ohio, who will be pleased to furnish full particulars on application.

NEW ZEALAND AS A WHEAT PRODUCER.

As New Zealand's crop, just harvested, is larger than that of any of the other English colonies of Australasia, that colony is attracting considerable attention, especially in England. Heretofore New Zealand has been noted for its stock raising, especially sheep, but it seems that the farmers have begun to realize that there is more profit in the production of grain. A book was published at Wellington, New Zealand, recently, a portion of which was devoted to the progress of agriculture in that colony, which seems to give promise of occupying a much more prominent position among the grain growing countries of the world than might be supposed, even by those well informed on the subject.

It appears that 34,000,000 acres of good land still remain for disposal, and according to the report a considerable portion of it will be devoted to grain. More than one in every five inhabitants of the colony is now engaged in agriculture. The value of the exports of agricultural products increased from \$1,314,651 in 1875 to \$6,562,375 in 1887. In the South Island farming is one of the leading and most prosperous industries of the whole colony. According to the official returns there were 357,359 acres under wheat last year, the total yield being 9,424,059 bushels. In 1884 there were 9,837,133 bushels of wheat and 9,231,339 bushels of oats produced in the colony. The average yield last year was 26.37 bushels to the acre, against 22.69 bushels in 1882. The average yield in Auckland was 29.15 bushels to the acre; 29.94 bushels in Otago; 24.95 bushels in Canterbury; 26.58 bushels in Wellington, and 31.48 bushels in Hawkes Bay.

A crank in Washington the other day demanded the arrest of the Weather Bureau for dealing in futures.

[Written expressly for the AMERICAN ELEVATOR AND GRAIN TRADE.]

THE GRAIN SITUATION.

A VERY FAVORABLE SPRING FOR SEEDING.—THE SMALL GRAIN ALL SOWN.—THE WINTER WHEAT EVERYWHERE IN A FAVORABLE CONDITION.—PROSPECTS OF AN EARLY HARVEST.—CORN PLANTING COMMENCED.—GRASS NEEDS RAIN.—RESERVES.

BY S. THORNTON K. PRIME.

No. III.

There has been and still is one very marked feature of the present growing season and that is a very general deficiency of moisture in nearly every state in the Northwest.

It is singular that the states of Missouri and Kansas should seem this year to have absorbed all the surplus moisture of the country. On the 11th and 12th insts. many of the areas in the Northwest which for so long a time have been suffering for rain were greatly relieved by showers, which we trust are only a precursor to more which is soon to follow. It is not croaking or pessimistic to take the position that notwithstanding we have had a remarkable season for the getting in of crops, yet at the same time their future success depends wholly upon, not showers, but copious rains, and at intervals not long drawn out.

Scientists, those who make the weather a study, seem to have utterly failed in being able to diagnose the reasons that the rainfall of the entire country for the last two seasons and a portion of this should have been so meager, and so unevenly distributed.

Looking back at all the growing seasons since 1882 I fail to find a single April where so much has been done as regards the preparation of the ground and the seeding of the small grain as the month of April up to the 15th inst. has given us. This arises wholly from the fact that in the first place the winter was marked by an almost total absence of snow and practically very little frost in the ground. March gave us no rains whatever. April seems to indicate that we shall have a fair amount of moisture, just enough to bring the crops out of the ground which have been seeded, and keep the winter wheat growing.

Hence, the farmers all over the country from Dakota to Texas, east of the Mississippi River, are much farther advanced with their spring work than for many seasons.

Let us look at the crops in the order of harvest. The first one which demands our attention is the

WINTER WHEAT.

Certainly on the 15th of April a great deal can be said in its favor and very little against it.

While March and April have been dry, yet there was a very general absence of freezing and thawing weather and there being so little frost in the ground, there was not the usual amount of winter killing and the crop seemed to lie dormant for weeks. I cannot find a single season since 1881 when I have had as few reports of winter killing or that portions of the crop have been or will be plowed up.

During the last fourteen days, while we were going through the dry weather, reports began to increase as to the development of insect life, but it is too early in the season to say anything whether or not the chinch bugs or Hessian fly will cut any serious feature on the growing crop.

Let us first look at the areas south of the Ohio River, Tennessee, Kentucky and Texas, as those are the states which bring us the first wheat at harvest for milling purposes.

Tennessee reports that from the best data obtainable that their wheat crop at this season of the year never looked better. That on the 12th inst. a great deal of it would average twelve inches in height. They were not then suffering for rain. The old crop was practically exhausted in farmers' hands. Very little in the hands of elevator men, and if there was any active demand for flour mills would be drawing largely from the outside. The harvest promises to be early, and the indications now are that Tennessee will be milling new wheat by the 15th of June.

Kentucky reports that the wheat is now growing finely. That it is from eight to ten inches high. The growing wheat looks very promising, and the fields are almost a solid mat. Reserves are growing less and less and from along the Ohio River, where the principal demand comes from, the wheat is marketed more closely than usual, and

the stocks on hand now are a little over one-third of what they were last year at the same time.

The milling situation with a constantly declining market and full stocks in the hands of nearly every miller is very discouraging. The season is a little in advance with an average one, and everything points to a harvest a little earlier than usual.

Up to the 1st of April the wheat prospects in Texas were extremely flattering, but recently, owing to the fact that there has been no rain, the reports are somewhat toned down. In the northern part of the state the wheat is reported at from twelve to fifteen inches high. Chinch bugs are reported in places, and if the present dry weather continues they may injure the wheat materially.

Harvest will be unusually early, and many seem to think that mills will be grinding new wheat by the 1st of June.

In the central portion of the state wheat is from five to six inches high, and in a very advanced condition considering the middle of April. By the 1st of July Texas will be practically bare of wheat.

The situation on the Pacific slope is still encouraging. The March rainfall helped out the growing crop wonderfully, and the weather during April has been uniformly warm and clear. Everything now points to a very favorable season. Reserves are getting very low and with a fall in freights stocks will be pretty well reduced by the time harvest comes around.

In Southeastern Kansas the wheat is growing very fast; some of it eight to ten inches high. There has been no lack of rain. The old wheat is disappearing very rapidly. The wheat that was in the elevators through the country is also moving every day. Although the market at grain centers continues to decline, the demand for good sound wheat continues at high prices.

Reports from Southern Kansas all concur in the statement that the prospects for wheat could not be better. For the last three weeks rains have fallen once a week, and everything points now to an unusually early harvest.

In Northern Kansas the reserves of wheat are reported practically exhausted. Plenty of rain, and ground in excellent condition, and prospects for harvest about the 20th of June.

Take the state of Missouri as a whole, the season is at least three weeks earlier than usual. The stocks of wheat are "melting away like snow." The harvest will be two weeks earlier than last year.

There is plenty of moisture in the ground, and the wheat is growing finely. A few reports of chinch bugs, but only of a local character.

These two states seem to be wonderfully uniform in all their growing conditions, and I can find no two other states in the West and Southwest which actually report any reserves of moisture.

In Southern Illinois, while they have not had sufficient moisture for rapid growth, yet the wheat roots are in splendid shape and exceedingly healthy. There are a great many reports in the more extreme counties of chinch bugs, and unless heavy rains come soon they are certain to cut a figure in the crop later on. The stocks of wheat in farmers' hands have been reduced very fast during the last thirty days.

In the northern portion of Southern Illinois rains have been more frequent, and the prospects are very encouraging for a good wheat crop. The reserves of wheat in farmers' hands are very small. By the 1st of May it will all be sold to millers. An early harvest is looked for, not later than the 1st of June.

In Central Illinois, up to the 31st of March the weather was very dry, but since that day rains have fallen, and the wheat has grown very rapidly. The general condition of the crop is better than an average.

Northern Indiana reports an abundance of rain lately. The crop growing and looking well. The reserves of wheat are very light. Practically nothing in store at elevators.

Southern Indiana reports the early wheat as being from ten to twelve inches high, with decidedly the best prospects since 1882. Stocks are being steadily depleted, and it seems only a question of time before wheat will have to be imported from grain centers.

In Northern Ohio rains have helped the wheat wonderfully, and it is now beginning to make a vigorous growth. In Southern Ohio the crop continues to look good, but a little too dry. Everything points to an early harvest, and that generally means a good one. Reserves of wheat are slowly diminishing, and by harvest there will be but little left. The milling situation is exceedingly dull. Buyers

seem to be looking for still lower prices than are now ruling.

Probably no state in the winter wheat belt has shown a more general and marked improvement in its crop than the state of Michigan. They have had moisture, and the wheat is now making a good healthy growth. Reserves are light; farmers don't seem to sell any at all, although many of the interior mills are paying higher prices than Detroit. Even this does not draw the wheat out.

I have taken the readers of the AMERICAN ELEVATOR AND GRAIN TRADE pretty thoroughly over the winter wheat belt. It makes quite a journey and brings out a great many substantial and encouraging facts, and very few over which we can shed any tears. I find everything then to-day, throwing the question of moisture out of the way, that points to more than an average crop of winter wheat. That the reserves of wheat have slowly but surely melted away during the last thirty days, and that notwithstanding we shall probably have an early harvest, yet at the same time the new crop of wheat will come on the market finding the bins in the elevators pretty well cleaned up, and the granaries of the farmers well swept. I have no doubt to-day that there is a greater scarcity of good sound milling wheat than has existed for many years.

SPRING WHEAT.

Dry weather has been the order of the day both in Minnesota and Dakota until the present time, and while as we go to press there are reports that some rain has fallen, yet the facts still exist that there is a very great destitution of moisture.

More than 90 per cent. of the wheat is sown in Southern and Central Dakota. There was considerable wheat sown early in March, but the ground has been so very dry that it has as yet made but little showing. The acreage will be fully as large, if not 5 to 10 per cent. larger, than last season.

On account of the early season farmers have had every opportunity to put their crops into the ground in good shape, and these conditions also have been favorable to a large acreage.

In Southern Minnesota the weather has been dry, and spring wheat is now nearly all in the ground. Very little wheat in farmers' hands throughout this section.

In Wisconsin farmers are all through with their seeding, and the acreage is much larger than usual.

OATS.

A very timely rain visited Northern and Central Illinois on the 12th inst. The oats were not coming up but in spots, owing to the dry cold weather, but this rain has relieved the pressure which the crop was feeling. Seeding of oats has progressed very favorably also in Iowa and Nebraska, but the latter state has been complaining all along ever since the first of March of dry weather. The seeding of oats has also been interfered with very materially in the states of Missouri and Kansas, owing to wet weather. With the exception of Minnesota and Dakota, the oat crop is now all in the ground.

I have taken considerable pains to ascertain if the oat acreage has been in any way sensibly decreased by the high price of twine, but so far I think the reduction, if any, is very slight. Should the month of April, which is yet before us, give us ample rains, the oat crop certainly will start off under very favorable auspices.

CORN.

Farmers have ample time all over the country to get their lands this season in excellent condition for corn planting. The crop it already planted in Texas, Tennessee and Kentucky. Considerable progress has been made in Kansas and Missouri. Illinois, Indiana and Ohio farmers will be ready to commence planting by the 22d of June should the present weather continue.

GRASS.

Grass has been very late and backward, and not until the second week in April did it make but little start. It is in a critical condition now, and this question of moisture will determine during the next two weeks whether we have a full crop or a short one.

RESERVES.

I think there is plenty of corn in the country in every corn surplus state—much more than there has been for many seasons. There is no lack of oats either in farmers' hands or country elevators. The stocks of both spring and winter wheat are very low, and with the present prospects for a good crop, as the season seems to be opening very favorably, the crops of 1889, particularly wheat, ought to find very ready markets.

**Issued on March 12, 1889.**

BAG HOLDER.—James M. Bradshaw and William E. Meek, Eastonville, Col. (No model.) No. 399,373. Serial No. 282,895. Filed Aug. 16, 1888.

BALING PRESS.—Elwood Beadle, Center Star, Ala. (No model.) No. 399,472. Serial No. 281,971. Filed Aug. 4, 1888.

POWER BALING PRESS.—William W. Seeley, Albany, N. Y. (No model.) No. 399,568. Serial No. 284,162. Filed Aug. 30, 1888.

BELT FASTENER.—Edward L. Budlong, Bowmanville, Ill. (No model.) No. 399,489. Serial No. 293,179. Filed Dec. 10, 1888.

BELT SHIFTING MECHANISM.—John J. Daley, Brooklyn, N. Y. (No model.) No. 399,501. Serial No. 290,011. Filed Nov. 5, 1888.

BELT PULLEY.—John A. J. Shultz, St. Louis, Mo., assignor to Bruce C. Alvord, same place. (No model.) No. 399,636. Serial No. 288,022. Filed Oct. 13, 1888.

GRAIN SCALE AND MEASURE.—E. John M. Becker, New York, N. Y. (No model.) No. 399,473. Serial No. 173,797. Filed Aug. 6, 1885.

WEIGHING SCALE.—William H. Stewart, Kansas City, Mo., assignor of one-half to William S. Whittaker, same place. (No model.) No. 399,446. Serial No. 272,420. Filed May 1, 1888.

SEPARATOR.—James M. Bradshaw and William E. Meek, Table Rock, Col. (No model.) No. 399,486. Serial No. 281,974. Filed Feb. 8, 1886. Renewed Aug. 4, 1888.

FRICTION CLUTCH.—Daniel T. Denton, Soudan, Minn. (No model.) No. 399,385. Serial No. 286,832. Filed Oct. 1, 1888.

GRINDING MILL.—John Good, Chicago, Ill. (No model.) No. 399,518. Serial No. 274,924. Filed May 24, 1888.

HORSE POWER.—Carl V. Birk, Borup, Denmark. (No model.) No. 399,478. Serial number 259,717. Filed Nov. 1, 1888. Patented in England Sept. 24, 1888, No. 13,777; in France Dec. 3, 1888, No. 193,680, and in Germany Jan. 14, 1889, No. 46,642.

DRIVING DEVICE FOR HORSE POWERS.—William H. Osburn, Burrton, Kan. (No model.) No. 399,280. Serial No. 274,937. Filed May 24, 1888.

Issued on March 19, 1889.

BELT FASTENER.—William G. Avery, Cleveland, Ohio, assignor to the W. G. Avery Mfg. Co., same place. (No model.) No. 396,962. Serial No. 290,529. Filed Nov. 12, 1888.

BELTING.—George F. Page, Concord, N. H. (No model.) No. 400,005. Serial No. 292,868. Filed Dec. 7, 1888.

MACHINE BELTING.—George F. Page, Concord, N. H. (No model.) No. 400,006. Serial No. 292,869. Filed Dec. 7, 1888.

DUST COLLECTOR.—Anton Gessl, Buffalo, N. Y., assignor to Faustin Prinz, Milwaukee, Wis. (No model.) No. 399,984. Serial No. 240,442. Filed Aug. 11, 1885. Renewed April 29, 1886. Again renewed June 6, 1887.

DUST COLLECTOR.—Talbot Watson, Baltimore, Md. (No model.) No. 399,713. Serial No. 281,254. Filed July 27, 1888.

GRAIN CLEANER.—Henry Bryan, Modesto, Cal. (No model.) No. 399,827. Serial No. 281,242. Filed July 27, 1888.

GRAIN SAMPLER.—Benjamin F. Morningstar, Brooklyn, N. Y. (No model.) No. 399,687. Serial No. 265,879. Filed March 1, 1888.

AUTOMATIC GRAIN SCALE.—James Locher, Decatur, Ill. (No model.) No. 399,678. Serial No. 272,480. Filed May 1, 1888.

FRICTION CLUTCH.—Emil Boehme, Breslau, Prussia, Germany, assignor to Stanislaus Leutner & Co., same place (No model.) No. 399,733. Serial No. 283,303. Filed Aug. 21, 1883. Patented in Germany Nov. 4, 1887, No. 44,463.

FRICTION CLUTCH.—Herman Erdman, Cincinnati,

Ohio, a signor to the G. A. Gray Co., same place. (No model.) No. 399,858. Serial No. 266,915. Filed March 10, 1888.

PEA HULLER.—Robert P. Scott, Baltimore, Md., and John A. Chisholm, Oakville, Ontario, Canada. (No model.) No. 399,702. Serial No. 287,748. Filed Oct. 10, 1888.

COTTON SEED CLEANER.—Christian Baumgarten, Schulenburg, Tex. (No model.) No. 399,819. Serial No. 280,601. Filed July 21, 1888.

Issued on March 26, 1889.

BAG HOLDER.—Edward W. Clark, Rochester, Minn. (No model.) No. 400,191. Serial No. 275,286. Filed May 23, 1888.

CAR STARTER.—Mary E. Farnham, New Orleans, La. (No model.) No. 400,199. Serial No. 277,158. Filed June 12, 1888.

DUST COLLECTOR.—Eugene Bretney, Indianapolis, Ind., assignor to the Bretney Dust Collector Co., same place. (No model.) No. 400,391. Serial No. 250,428. Filed Sept. 22, 1887.

GRAIN CRUSHING MILL.—James Curtis, Moscow Mills, Mo. (No model.) No. 400,061. Serial No. 270,458. Filed April 12, 1888.

FRICTION CLUTCH.—Harry W. Hill, Cleveland, Ohio. (No model.) No. 400,212. Serial No. 253,813. Filed Oct. 31, 1887.

AUTOMATIC GRAIN MEASURING MACHINE.—William McConachie, Belleville, Dak. (Model.) No. 400,100. Serial No. 273,010. Filed May 7, 1888.

COTTON SEED MILL.—Woodliffe B. Traylor, Rocky Mount, N. C. (No model.) No. 400,373. Serial No. 282,205. Filed Aug. 8, 1888.

SEPARATOR.—John M. Firch, Crockett, and John R. Cross, San Francisco, Cal. (No model.) No. 400,201. Serial No. 238,580. Filed Oct. 19, 1888.

Issued on April 2, 1889.

BAG HOLDER.—Griff De Owens, Loyalton, Dak. (No model.) No. 400,551. Serial No. 292,079. Filed Nov. 28, 1888.

FABRIC FOR MACHINE BELTING, ETC.—Joshua P. Maddox, Portland, Me. (No specimens.) No. 400,579. Serial No. 301,594. Filed March 1, 1889.

GRAIN METER.—George B. Howland, Pontiac, Ill. (No model.) No. 400,849. Serial No. 277,336. Filed June 16, 1888.

GRAIN METER.—Valentin Weber and James R. Harrison, Princeville, Ill. (No model.) No. 400,615. Serial No. 285,783. Filed Sept. 19, 1888.

APPARATUS FOR MALTING GRAIN.—Peter G. Toepfer, Milwaukee, Wis. (No model.) No. 400,807. Serial No. 276,453. Filed June 8, 1888.

FEED MILL.—Adam L. Eppley, Springfield, Ohio. (No model.) No. 400,447. Serial No. 244,849. Filed July 21, 1888.

CAR STARTER.—Rudolf O. Gercke, Augusta, Ga. (No model.) No. 400,560. Serial No. 278,255. Filed June 26, 1888.

GRINDING MILL.—Edward T. Williams, Carrollton, Ky. (No model.) No. 400,533. Serial No. 227,408. Filed Feb. 12, 1887.

Issued on April 9, 1889.

BALING PRESS.—William H. Hefley, Osage Mission, Kan. (No model.) No. 400,912. Serial No. 281,273. Filed July 28, 1888.

BALING PRESS.—William J. H. Kappe, Quincy, Ill. (No model.) No. 401,171. Serial No. 273,778. Filed May 14, 1888.

BALING PRESS.—John La Dow, Denver, Col. (No model.) No. 400,922. Serial No. 284,867. Filed Sept. 8, 1888.

BELT FASTENER.—John B. Norton, Philadelphia, Pa. (No model.) No. 401,201. Serial No. 292,860. Filed Dec. 6, 1888.

FRICTION CLUTCH.—George W. King and Henry M. Barnhart, Marion, Ohio. (No model.) No. 401,176. Serial No. 294,482. Filed Dec. 24, 1888.

PINCH BAR.—Spencer H. St. John, Chicago, Ill. (No model.) No. 400,964. Serial No. 294,083. Filed Dec. 19, 1888.

GRAIN SEPARATOR.—Herman Stoker, Potosi, Wis. (No model.) No. 400,965. Serial No. 273,365. Filed May 9, 1888.

ROLLER MILL.—Herman A. Barnard, Moline, Ill., as-

signor to the Barnard & Leas Mfg. Co., same place. (No model.) No. 401,243. Serial No. 239,465. Filed May 26, 1887.

REDUCTION ROLLER MILL.—Miles Masters, Bureau, Ill. (No model.) No. 400,929. Serial No. 255,800. Filed Nov. 21, 1887.

AUTOMATIC GRAIN WEIGHING MACHINE.—Henry H. Boenker, St. Charles, Mo. (Model.) No. 401,118. Serial No. 235,770. Filed Sept. 19, 1888.



THE J. C. McLAREN BELTING COMPANY of Montreal, Quebec, have established a branch store at Toronto, Ont.

THE MAIN BELTING COMPANY of Philadelphia, Pa., have built a new four-story brick structure in that city, which they will occupy this month.

THE DOMINION SAFETY BOILER COMPANY of Montreal, Quebec, have turned their concern into a joint stock company, with a paid up capital of \$100,000.

THE NES CHAIN MANUFACTURING COMPANY of York, Pa., have erected a plant for the manufacture of all kinds of iron chain, and will start operations at once.

Allan Stirling, M. E., has sold the United States patents for high pressure water tube boilers to the International Boiler Company, limited, of New York.

It is reported that J. L. Lamont of Atkinson, Ill., the inventor of the corn husking machine, has sold his invention to the Barnard & Leas Mfg. Co. of Moline, Ill., for the sum of \$20,000.

The Sioux City Engine Works of Sioux City, Iowa, are running their machine shops to their fullest capacity, working every night until 9 o'clock, in order to keep up with the demands of their trade. They are also putting in new and improved machinery.

The Menasha Wood Split Co. of Menasha, Wis., have received an order from Birmingham, Ala., for one of their pulleys, which is to be used with a 1,000-horse power engine. It will be 144 inches in diameter, which is believed to be larger than any pulley ever made.

The Charter Gas Engine Company, Sterling, Ill., report business booming. Lately they received four orders, one a day for four successive days for Charter Engines of the same size, to be used respectively to run a grain elevator, printing presses, marble shop and a "Merry-Go-Round." This is certainly a diversity of uses to which the "Charter" is successfully applied.

The Sioux City Engine Works of Sioux City, Iowa, write us that among their recent sales are, a 12x24 Corliss Engine, for Yankton, Dak.; a 9x14 slide valve, for Reed Springs, Mo.; a 20x42 Corliss Engine to Des Moines Electric Street Railway Company; a 12x24 Corliss Engine to go to Onawa, Iowa; a 14x36 Corliss Engine for Andrews & Floyd, Sioux City; a 9x14 slide valve for Barrett Bros'. Stone Yard, Sioux City; also a large boiler for the Sioux City Pottery Company. The Sioux City Engine Works are running their machine shops to their fullest capacity, working every night until nine o'clock, in order to keep up with the demands of the trade. They are also putting in new and improved machinery.

"Wheat," said a student of chemistry, "is composed of bran, starch, germ and gluten."

The Government experimental farm at Ottawa, Ont., recently issued a report upon Ladoga wheat, which the grain men of the Northwest will do well to peruse and use their influence in having the farmers heed the advice given in the report. The report shows that the Ladoga wheat was subjected to a searching examination and the evidence thus far obtained is sufficient to show that the Ladoga is a productive and valuable variety of hard wheat, which has thus far ripened over the whole Dominion ten days earlier on the average than the Red Fife, that the better samples obtained are fully as rich in gluten as the best Red Fife, and while the cultivation of the Red Fife should be recommended in every section of the Northwest where it is likely, with early sowing, to escape the autumn frosts, the growth of the Ladoga may be safely encouraged wherever the ripening of the Red Fife is uncertain, without incurring the risk of materially lowering the reputation of the general quality of the Canadian hard wheats.



[We invite correspondence from every one in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interests of the trade at large, or any branch of it.]

DISSOLVED.

Editor American Elevator and Grain Trade:—The firm of Tabor & Baldwin, formerly doing business at Clark, Dak., has been dissolved. Mr. Tabor died in October, 1898.

Yours truly, MARY S. TABOR, Administratrix.
Clark, Dak.

A MILLION-BUSHEL ELEVATOR.

Editor American Elevator and Grain Trade:—We are going to have a million-bushel elevator built at Dallas ready for the new crop, which is looking fine so far. The foliage is nearly in full bloom, and the weather is fine. Dallas is still spreading fast.

Yours respectfully, ROBERT ROSS.
Dallas, Tex.

GOOD BUSINESS.

Editor American Elevator and Grain Trade:—Inclosed find one dollar for our subscription for another year. We consider your journal a very valuable one to parties engaged in the grain trade, and could not afford to be without it. We have handled thus far this season over 200,000 bushels of barley. Who can beat that in a small country elevator?

Yours truly, TEMPLETON & MORRIS.
Sussex, Wis.

A NEW ELEVATOR IN KENTUCKY.

Editor American Elevator and Grain Trade:—The firm of D. A. Brooks, Jr., & Co., millers and elevator men of Sturgis, Ky., are making arrangements to build a 50,000 bushel elevator. Their increasing trade demands it. Business is very good. It seems that we can't catch up with our orders. The prospects for a large crop of wheat are good, in fact, were never better.

Yours truly, DAVE WALLACE, Miller.
Sturgis, Ky.

STATE ELEVATORS IN NEW YORK.

Editor American Elevator and Grain Trade:—I send you some printed matter relating to the question of "State Elevators," and I am happy to inform you that the movement has numerous friends in the legislature. It is probable that the movement will be put into execution. Messrs. Linson and Ryan, who have the bill in charge, are confident of success. Please send me two copies of your last issue.

Yours respectfully, M. DE PUY.
New York City.

DISCHARGE BOARDS IN ELEVATOR HEADS.

Editor American Elevator and Grain Trade:—We have observed in several recent issues of the GRAIN TRADE, plans for constructing the waste or discharge board at or under the elevator head. Placing board under the top pulley on a horizontal line, never should be allowed, although it has been the plan generally adopted until late years. Rubber, cotton or leather belt elevators should be constructed with the slope 45 degrees toward down leg, but with chain belting elevators we would reverse this plan and slant or discharge the waste to up leg. From the fact that chain belt elevators waste more than solid belts in passing over top pulley when the bucket is pitched in at or near discharge, the buckets on chain belting will pick up the bulk of scatterings before dropping very far down the up leg.

The bridge-tree or supports for top shafting should always be put up on the substantial plan, and divorced as much as possible from the woodwork of elevator heads and legs, and by leaving ample space around shaft where it passes through the head, the settling will never cause any disturbance.

Builders of elevators and elevator machinery and fixtures can devise many points of merit by the actual experience of building and operating of elevators, as many points of merit cannot be brought to practical use on

mere supposition. The practical is the only finale to results.

Yours respectfully, C. & Co.

NEW ELEVATORS AT BRAILA AND GALATZ, ROUMANIA.

Some time ago the Roumanian Government commenced the construction of two immense elevators, one at Braila, on the Danube, about fifteen miles above where that river is joined by the Sereth River on its way to the Black Sea, and the other at Galatz, which is situated at the junction of these two rivers. Roumania is not a very large country, but the value of its cereal exports amounts to about \$35,000,000 annually. Seventy per cent. of its population is devoted to agriculture, so in building these elevators the government is taking a wise step in the interest of a majority of its population, and this will probably lead to the greater development of its cereal resources.

The elevators have been constructed under the immediate superintendence of the engineers in the service of the government. Each granary will be 422 feet long, 114 feet wide and 65 feet high, and each building will have a capacity of 23,000 tons. Each elevator is to be fitted with 230 silo bins, having a capacity of 100 tons respectively. The grain is to be conveyed by band conveyers, which will each be capable of carrying 150 tons per hour. Each of the elevators is to be provided with ten railway sidings, and it is calculated that it will be possible to load ten to twelve vessels of ordinary capacity in the hour; the reception of grain at these elevators and its discharge therefrom will be greatly facilitated by the large plant of elevator machinery which has been provided. A very complete system of grain-cleaning machinery will be found in each of the granaries, and a special feature is the large number of grain-weighing machines which have been provided. Each elevator will be supplied with automatic weighers, having an aggregate capacity of 300 tons per hour, and in both warehouses, to each floating elevator, to each discharging elevator, and to each loading elevator will be supplied with the same machines, so that each granary will be equipped with sixteen automatic grain weighers, with a total capacity of 750 tons per hour. The total cost of these two plants is estimated at \$3,500,000.

CLIPPED OATS FOR MILWAUKEE BULLS.

It was recently reported in Milwaukee that on account of the corner in oats that is being run in that city a new industry has sprung up. It consists in what is called clipping and scouring oats. The clipping is done by a patented machine which cuts the narrow end from the oat at the rate of 300 bushels per hour. By this means a low grade of oats is improved in weight and quality by cutting off the worthless part, and is then sold as higher grade oats. It is said that clippers are at work in nearly every elevator in Chicago, and that clipped oats will be delivered in May when the pending contracts are fulfilled. It is further stated that people will not take clipped oats unless compelled to do so, and that much litigation will result.

A reporter started out to find what there was in the report, and first called on Mr. Norton, proprietor of the Norton Mills. He said that clipping was no new thing. It had been done for the last three years. It was a perfectly legitimate business. People who bought oats preferred the clipped when they could get them, and would pay a higher price for them.

E. Hess, an extensive dealer in oats, who owns an immense elevator at No. 333 Carroll avenue, was next seen. He said: "I have 500,000 bushels of No. 2 oats in my elevator, and offer \$5,000 reward to any one that can find a single bushel of clipped oats among them. I also offer \$5,000 to any one who can find a clipper in my elevator. It is open for inspection. There are large quantities of oats clipped in this city, and all over the country. They bring from 3 to 5 cents more in the market. They are in great demand both in New York and Boston. They are used by fancy horse dealers. It is a perfectly legitimate business, as it does not lower the grade, but raises it. They are running a corner at Milwaukee, and will find out that not only Chicago, but the entire country will buy inferior oats, clip them, and deliver them for No. 2 oats."

Mr. Hess thought there was no remedy at law. The inspector visited warehouses, and gave certificates for the oats by number, and never gave a certificate for clipped oats. There was nothing to prevent any one from buying

No. 3 oats, clipping them, and getting a certificate for No. 2 oats. If the bulls had just found out this fact they were sure to get left. It was no new thing. For three years clipped white oats had been graded as Nos. 1 and 2 in Chicago. Mr. Hess also mentioned several men in Chicago who have clippers, and admitted it. Among them he gave the names of George Seaverns and Mr. Sibbey. It was also rumored that Charles Counselman, owner of the Santa Fe Elevator, had 2,000,000 bushels of clipped oats in store.

When asked if it was a known fact that oat clipping was done in Chicago, Mr. Counselman replied in a curt tone: "I never saw a clipper in my life—don't know a blamed thing about them. They are not allowed in any regular elevator—no machinery of any sort is allowed there."

"But they do have clippers in Chicago?" persisted his questioner.

"Oh, yes; they have them in private houses."

"I have been informed that you have 2,000,000 bushels of clipped oats hid away in elevators in this city. Is that so?" This was too much for Mr. Counselman. He jumped up and exclaimed: "It does not make any difference who said so; I tell you that I haven't a bushel of clipped oats in my possession." With this he abruptly left the room.

That the rules of inspection permitted the change in the grade of oats was the opinion of H. E. Updike, with George A. Seaverns. The inspector had simply to do with the present condition of the grain. Its past history was of no importance. Mr. Updike said that the firm had put in oat clippers because there was a better demand for clipped oats, particularly in the East, than for unclipped oats. The cost was quite an item, and there would be no object in clipping the stuff to raise it to a higher grade unless the market was manipulated to increase the price of No. 2 some 5 cents above the average difference between No. 2 and No. 3.—*Chicago Tribune.*

STATE ELEVATORS.

[Portion of the speech of Captain M. De Puy on Senator Linson and Assemblyman Ryan's State Elevator Bill before the Senate Canal Committee of the State of New York, held at the capitol, Albany, N. Y., March 28.]

Now, Mr. Chairman and Gentlemen of the Committee, we charge that the elevator combines are collecting \$140 on each cargo of canal grain more than they are justly and equitably entitled to. And this charge is sustained by the evidence of elevator owners, and by other gentlemen well qualified to testify on the cost of transferring grain.

Elevator owners have testified that a quarter of one cent a bushel would pay an elevator well for transferring grain, but by the "Trust" system last season they exacted 1½ cents a bushel in Buffalo and 1½ cents a bushel in the port of New York. This exceeds the reasonable rate ⅔ of 1 cent a bushel at each port, or 1¼ at both ports—equal to \$140 on each boat-load of 8,000 bushels of grain.

We herewith present an exhibit showing the charges as levied by the elevator "Trusts" last season for a direct transfer of grain:

BUFFALO.

Grain pays ⅔ cents a bushel.
For steam shovel ¼ cent a bushel.
Total, 1½ cents a bushel.
Reasonable rate, as per evidence, ⅔ cent a bushel.
Overcharge, ⅔ cents a bushel.

NEW YORK.

Grain pays 1½ cents a bushel.
Reasonable rate, as per evidence, ⅔ cent a bushel.
Overcharge, ⅔ cents a bushel.
Overcharge, both ports, 1¼ cents a bushel.
On one boat-load of 8,000 bushels, \$140.

Now, Mr. Chairman and Gentlemen, let us proceed with this subject systematically, and in such a way that every member of the committee will clearly understand what a colossal conspiracy has been in operation against the people's great artificial transportation route.

In 1881 Mr. Edward Annan, a prominent and an extensive elevator owner in New York, testified that an eighth of 1 cent a bushel would turn grain away from the Erie Canal. Why? Because on a million bushels an eighth equals \$1,250.

Do not these figures show that Mr. Annan was sincere when he gave that evidence? Certainly they do.

Well, considering that speculators of the present day are doing business on a shaving, as some of them express

it, they undoubtedly would patronize the route where they could save that \$1,250.

Now, then, we have shown by evidence which *we must believe* was given in good faith, that the overcharge on canal grain being $1\frac{1}{4}$ cents a bushel equals fourteen eighths, \$17,500 on a million bushels. These indisputable figures show why the boatmen have appealed to the legislature for protection.

These figures explain why so many boats are offered for sale, and no one wants them.

These figures account for the famous Hepburn committee reporting that—

"The attempt to cheapen the cost of transportation by doing away with tolls upon the canal's must inevitably result in failure so long as the entrance to the canal and the point of delivery was under the control of such elevator combinations as these."

The boat and tug owners who telegraphed to Senator Arnold last spring to announce to the Senate to either reduce elevator charges or declare the canals abandoned, were sincere in making their request. They know by years of experience that the Erie boatmen can never survive against such unmerciful elevator charges.

The late Senator Low said, in arguing for the passage of Senator Smith's state elevator bill in 1887, that \$150,000 expended by the state in providing facilities for transferring grain would do more to cheapen transportation and encourage commerce than \$20,000,000 expended on canal improvements would. And I challenge any man in the state to show, by correct figures, that canal improvements will aid the boatmen as much as the construction of the six elevators provided in Senator Linson's and Assemblyman Ryan's bills will do. And I say, and say it sincerely, and I express the sentiments of the boat owners, that if the legislature cannot provide for canal improvements, and for state elevators at the same time, by all means defer canal improvements and give us the elevators.

We have been told repeatedly by Chicago grain forwarders that the excessive port charges on grain in Buffalo prevented them from patronizing the Erie Canal. One day in 1887 there were 247,000 bushels of grain shipped by lake from Chicago, and not one bushel of it was cleared to Buffalo to patronize the people's free canal and the boatmen's low rates of freight.

On the 13th day of last June there were eight cargoes of grain shipped by lake from the Garden City, and only one of them was cleared for Buffalo, and the next day they gave Buffalo one out of five cargoes. Four days later, June 19, they favored the Queen City of the Lakes with one out of six cargoes. Messrs. Fleming & Boyden of Chicago stated that port charges on grain in Buffalo were from $\frac{3}{4}$ to $1\frac{1}{4}$ cents a bushel higher than at other ports on the lakes.

My advice to you, gentlemen, is to provide for state elevators. They will not only reduce the tax on canal grain $1\frac{1}{4}$ cents a bushel, but will be self-supporting; also be a source of revenue to the state. Then it would be wise to complete the proposed improvements to our waterways as soon as possible.

About the cost of floating elevators, parties in Peoria, Ill., offered to furnish them with propelling power for \$25,000 each, and without propelling power \$17,000 each, and guarantee them to transfer 8,000 bushels per hour. The \$17,000 elevator would do for Buffalo harbor. But self-propellers are considered to be the most advantageous and profitable in the port of New York.

When it is decided to build the elevators, it will be necessary to advertise in the AMERICAN ELEVATOR AND GRAIN TRADE, a journal devoted exclusively to grain elevators and elevator appliances of all descriptions.

No doubt you have noticed that I have frequently alluded to an overcharge by the elevator barons of \$14 on one boat-load of 8,000 bushels of grain. Now, to show to this committee that I have been conservative in my statements, and not inclined to exaggerating, I will remove the screen and expose a more startling array of figures.

That elevator extortion of 17,000 bushels of corn, shipped on a double-header rig of boats, amounts to \$306.25.

That elevator extortion on 33,000 bushels of corn shipped down the people's free canal, on a steamer with three consorts, amounts to \$577.50.

Now, gentlemen, is it surprising that the boatmen are discouraged? Why, it is the biggest outrage ever perpetrated on a civilized people.

It is currently known among transportation men in Buffalo that \$62.50 will pay for labor, fuel, and all

sundry expenses per day of an elevator to transfer 100,000 bushels grain from vessels to canal boats.

NOTE.—This is only a sixteenth of one cent a bushel, and shows that at a $\frac{1}{4}$ of 1 cent a bushel, the rate provided in the Linson-Ryan state elevator bill, would leave an elevator \$187.50 per day clear profit.

DULUTH'S CORN TRADE.

Considerable speculation has been made as to the destination of the 2,200 cars of corn shipped to Duluth from Nebraska, also as to the whereabouts of 1,000 cars of that corn. It was first supposed that the corn was taken East by the Canadian Pacific, but that was a mistake. It was all stored at Minneapolis, St. Paul, Washburn or Duluth. Principally at Duluth, as the amount in store at that place increased from 8,000 bushels on Feb 2, to 692,569 bushels on March 9. About 1,200 cars of the corn shipped from Nebraska can be accounted for, and it is supposed that the rest is stored at Washburn.

Duluth grain men claim that the movement of corn to that market has only temporarily ceased, and that after May 1 it will begin again with greater vigor. They are making arrangements to handle cribbed corn and expect to receive 3,000,000 bushels during the next six weeks. Vesselmen have agreed not to start out their vessels before the middle of the present month, and it may be that they will make a further agreement to postpone starting until May 1, as the later the season is in opening the better it is for them.

As soon as navigation opens there is no doubt but what there will be large shipments of corn to Duluth, as the Omaha has notified the Interstate Commerce Commission and the Central Traffic Association that they will carry corn to Duluth regardless of the competition of lines running to Chicago. The amount of grain in the elevators is much below what it has been at this time in former years, and it may be that the elevator men will reduce their charges for handling, for they will receive little or no wheat from this time on, and they can well afford to reduce their rates in preference to allowing their elevators to remain idle.

The prospects for grain shipments are not so good as at this time last year, and it may be that the Lake Superior vesselmen will reduce their rates also, in order to attract corn that way. At the opening of navigation last year there were in store at Duluth 9,000,000 bushels of wheat, 250,000 bushels of corn and 117,000 barrels of flour, or a total of all kinds of grain and flour of over 9,800,000 bushels. On the first of March there were in store 1,975,000 bushels of wheat, 1,061,000 bushels of corn, 49,000 bushels of oats and 155,000 barrels of flour, making a total of 3,650,000 bushels of grain and flour. It is expected that when navigation opens this amount will have been increased to 4,500,000 bushels. Last year 16,000,000 bushels of grain and 2,000,000 barrels of flour were shipped from Duluth. This amount is expected to be largely increased if the Northwest has even a fair crop this year.

NEW ELEVATOR AT DALLAS, TEX.

The contract has been let to Metcalf, Macdonald & Co. of this city for the building of an elevator at Dallas, Tex., that will not have an equal in the South. It will have a storage capacity of 1,000,000 bushels, and capacity for handling 400,000 bushels per day. It will contain all modern improvements, and the machinery will be the best in the market. The cost will be \$175,000.

A company has been incorporated. Its incorporators are W. H. Thomas, John N. Simpson, R. A. Ferris, J. C. O'Connor, Henry Exall, A. C. Petri, J. E. Henderson, O. P. Bowser, W. H. Lemmon and F. M. Cockrell. The Dallas News of recent date says: "This enterprise is destined to give Dallas a big push ahead, as it is a long step in the direction of making it the great grain center of the Southwest. The importance of such a position cannot be overrated. Cotton centers are things of the past, and grain centers are the cities of the present and the future. Dallas, with a grain country as large as that of Minnesota tributary to it, proposes to build itself by contributing to the development of that country. To get at the advantages of this magnificent enterprise to the city and to Northern Texas it is only necessary to state the following facts: Heretofore the absence of storage has placed a discount on grain raising, for the farmer has been forced to sell his wheat and oats at the knock-down rates of a glutted market. The miller also has been placed at a disadvantage, as he could only get insurance on a limited quantity of grain, and he saw the home crop shipped North with the knowledge that he had to ship his winter

supply from St. Louis or Kansas City at rates of transportation that ate away the lion's share of his profits. This season the farmer, it is claimed, can place his wheat or oats in the elevator and there hold it for its marketable value, in the meantime using his elevator receipts as collateral at the banks. He will then be beyond the reach of the speculator, who may too well understand his need of money when the first crop is ripe, and by getting the marketable value of his product he will receive an incentive to increase his acreage. Indeed, it may be predicted that there will be no more oats—and Texas oats is considered the finest in America—on a glutted market in Dallas selling at 20 cents a bushel. The mills, too—not only those of Dallas, but elsewhere on lines of transportation leading from it—will be able to avail themselves of cheap sto age as a protection against winter transportation rates from the North."

Points and Figures.

N. Bawlf of Winnipeg, Man., has recalled his buyers from seven districts, the wheat being nearly all out at those points.

It is now claimed that losses through speculation in wheat was the cause of the defalcation of P. F. Pratt, the Anoka, Minn., bank cashier.

It is proposed to form an association in England for the purpose of urging upon the Government the advisability of introducing into that country a system of decimal weights and measures.

About 50,000 bushels of grain were in cars on the side tracks at New Castle, Del., recently, awaiting the arrival of vessels to carry it to New England ports.

A debating society down East is debating the following important question: "If a man builds a corn crib does that give him a right to crib corn?" A great deal depends upon whose corn he wants to crib.

On April 1 the Missouri Board of Agriculture reported the condition of wheat 95.2 per cent. The area as compared with last year, was 91.6 per cent. They reported 28.3-10 per cent. of last year's corn crop still on hand.

It is reported that out of fifty cars of wheat recently shipped to Cleveland from Detroit, nine were off grade, also that New York parties received some from Detroit that was off grade. That city seems to be sadly in need of better inspection.

The managers of the regular lake and rail lines have agreed to make a rate of 8 $\frac{1}{4}$ cents on grain to New York and 11 $\frac{1}{4}$ cents to New England points. It is expected that boats outside of the eastern trunk line combination will make materially lower rates than the regular lines.

It is predicted that Duluth will have a local squeeze in May wheat. There are a little over 1,000,000 bushels of No. 1 hard in store there, and at present is owned or controlled by two or three firms. Very little remains in the country elevators, so the shorts will have a hard time to fill contracts.

Considerable corn is being shipped to South Carolina from Cincinnati, and some from Chicago and St. Louis. The farmers who buy it complain that the sacks of corn are short in weight, and that coal, rocks, iron and glass are mixed with the corn to increase its weight. One farmer lost horses from injuries received in eating shelled corn with glass in it.

Low grade corn meal is now extensively used to take the place of barley for malting purposes, and the use of the latter grain and malt is likely to decrease greatly, owing to the cheapness of the meal. The use of the meal was for some time a failure, because brewers tried to mash it with the malt; but subsequent experiments showed that by mashing separately, and then mixing, good results were secured.

From Aug. 1, 1888, to April 1, 1889, Minneapolis received 29,670,685 bushels of wheat, against 33,730,473 bushels for the same period of 1887-'88. Chicago received 10,229,786 bushels, against 10,158,487 bushels for the same period of 1887-'88. Milwaukee received 4,947,589 bushels, against 7,034,806 bushels for the corresponding period of 1887-'88, and Duluth received 4,704,505 bushels, against 13,649,060 bushels for the same period of the preceding crop year. From July 1, 1888, to April 1, 1889, Toledo received 7,161,475 bushels; Detroit, 6,303,373 bushels; Kansas City, 1,716,729 bushels, and St. Louis 11,431,207 bushels, against 8,173,817 bushels, 5,555,349

bushels, 1,163,193 bushels and 11,725,594 bushels respectively for the same period of 1887-'88.

The stocks of grain in Chicago elevators and afloat Saturday evening April 6 were 4,684,667 bushels of wheat, 6,082,123 bushels of corn, 4,256,920 bushels of oats, 875,583 bushels of rye, and 119,614 bushels of barley. Total, 15,942,747 bushels of all kinds of grain, against 11,934,829 bushels a year ago.

Notwithstanding the duty of 7½ cents per bushel on corn imported into Canada, thousands of carloads have been imported from the United States. This has caused a revolution in the food trade of that country, and it is said that holders of Canadian barley and peas find it hard to compete. This is all the more welcome to consumers, as it was thought last fall that prices of feed of all descriptions would be higher than ever before.

The visible supply for the week ending April 6, as compiled by the secretary of the Chicago Board of Trade was as follows: Wheat 28,798,821 bushels; corn, 15,501,810 bushels; oats, 7,009,055 bushels; rye, 1,545,772 bushels, and 1,183,576 bushels of barley; against 29,439,756 bushels of wheat, 16,839,214 bushels of corn, 7,187,479 bushels of oats, 1,547,688 bushels of rye, and 1,347,899 bushels of barley for the week ending March 30.

State Senator Linson recently appeared before a committee of the New York Legislature and made a speech in favor of his bill providing for the erection and maintenance by the state of six grain elevators at Buffalo and New York. Mr. Linson held that the usefulness of the canals is greatly impaired by excessive charges for elevating grain at Buffalo and New York, and that the state should interfere by the erection of the proposed elevators.

A warrant has been issued for the arrest of Henry H. Marshall, postmaster at St. Clair, Penn. He is charged with unlawfully using the money order system to further speculations with bucket shop brokers. Some months ago several bucket shop brokers were arrested at Reading, and were tried and acquitted in the United States District Court of the charge of conspiracy with the postmaster to cheat and defraud through money orders. Marshall left the place and could not be found, and now, as he is located in New York, a bench warrant has been issued for his arrest.

On April 1 the stocks of wheat in the Minnesota and Dakota country elevators amounted to 5,210,000 bushels, against 6,456,000 bushels March 1, showing a decrease of 1,246,000 bushels for the month of March. April 1 a year ago the stocks in the same country elevators were 16,742,000; April 1 two years ago, 13,275,000, and three years ago 11,440,000. The total stocks of wheat in Minnesota, Dakota, Northern Iowa and Western Wisconsin on April 1 was 13,992,000 bushels, exclusive of amount in farmers' hands, against 33,217,000 bushels on April 1, 1888, 32,687,000 bushels on April 1, 1887 and 23,816,000 bushels on April 1, 1886.

The Michigan monthly crop report, issued April 10, shows the condition of wheat, as compared with average years, to be as follows: In the southern four tiers of counties, 89; central, 92; northern, 95 per cent, being 8 per cent. higher in the southern counties than one year ago. The winter has been remarkable for its mildness and lack of moisture, and the wheat plant has been subject to no freezing and thawing, and has wintered well. The loss from winter killing is small, but it has made no spring growth. The average annual production for the last ten years has been 27,206,852 bushels; total number of bushels reported marketed in March, 483,691, and eight months previous to April 1, 12,963,069. There is still in farmers' hands, for sale, of the '88 crop, 2,988,495 bushels.

At a recent meeting of the Indiana Board of Agriculture, held in Indianapolis, Secretary Herron questioned the members as to the condition of wheat in their respective neighborhoods. As these members are practical farmers and their observations cover nearly every section of the state the report is a valuable one. Taking 100 as the standard for first-class condition Gibson county was reported at 100, with 20 per cent. less acreage; Harrison, 95; Monroe, 95; Jefferson, 100; Bartholomew, 100; Henry, 90; Johnson, 85; Parks, 90; Montgomery, 80; Huntington, 100; Tippecanoe, 85; Wabash, 85, with 15 per cent. less acreage; Fulton, 85; Laporte, 100; DeKalb, 80; Shelby, 85; Grant, 60; St. Joseph, 100. In all cases where a change in the acreage is not noted, the area planted was given as up to the average last year, and the results show that the prospects for a good crop are encouraging.

THE GOVERNMENT APRIL CROP REPORT

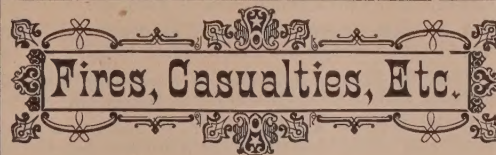
The seeding of wheat was somewhat delayed in the middle states by early autumn rains, and west of the Ohio by dry weather in September and October. The latter conditions were favorable in both sections, with mild and drier weather in the East and a fair supply of moisture in the West. In the South the condition of the soil for seeding was generally favorable and germination was prompt and growth good. In California the autumn rains were followed by a dry season in winter, but refreshing showers in March caused the germination of the lately sown seed and a vigorous growth of the early seeded area.

There was little winter protection, except for a short time in midwinter, in the latitude of heavy winter snows, consequently the more northern breadths are somewhat brown in color and patches in wet soils are winter-killed, yet the temperature has been so mild, with so few sudden extremes, that the present condition is good. The plants are generally well rooted and have been growing, over a large part of the area, through the winter. The general average condition is 94, nearly the same as the April condition of the crop of 1886, which fell at harvest to 87.8. That of 1888 was 82, and that of the previous year 88.1. The April condition of the large crop of 1884 was 95.4, going up to 98 at harvest.

The present condition by principal states is: New York, 94; Pennsylvania, 93; Texas, 97; Kentucky, 97; Ohio, 88; Michigan, 87; Illinois, 97; Missouri, 95; Kansas, 96; California, 98. The condition in the Southern states ranges from 90 to 97.

The rye crop is also in good condition, better than that of wheat in Ohio and Michigan, and worse in Missouri, with slight differences in other states. The greatest average is 93.9.

The mild winter has been favorable to farm animals, which are generally in high condition. The general average for horses is 98.4; for cattle, 96.9; sheep, 97.4; swine, 95.6. The estimated losses from diseases and all other sources during last year have also been much less than usual. That of horses is 1.5 per cent.; cattle, 2.4 per cent.; sheep, 3.8; swine, 6.2 per cent.; in each case less than last year.



Gerold Philip, grain broker at San Francisco, Cal., is dead.

Charles T. Smith, grain and hay dealer at Chelsea, Mass., died recently.

Julius Roesch's brewery, at Le Grande, Ore., was recently destroyed by fire.

R. J. Reid, grain, coal and lumber, Humboldt, Iowa, was burned out recently.

Mr. Robert Hall of the New York Produce Exchange died recently, aged 62 years.

The steam elevator at Luverne, Minn., was destroyed by fire on the morning of April 10.

We regret to announce that L. W. Murray of the Chicago Board of Trade, died April 5.

J. D. Oates, of the firm of Turner & Oates, grain and lumber mills, Mobile, Ala., is dead.

Mrs. J. Z. Keel's grain warehouse at Gainesville, Tex., was recently partially destroyed by fire.

Caleb Dodsworth's distillery at Cincinnati, Ohio, was recently destroyed by fire. Fully insured.

The Green Bay elevator near Bluff Siding, Wis., was recently damaged by fire to the amount of \$3,000.

Two barges loaded with corn were recently sunk in the Mississippi River near Vicksburg. Loss \$100,000.

W. E. Woods, of the firm of Holman & Woods, grain and produce merchants at Fayetteville, Tenn., is dead.

Mr. Wesley F. Bishop, grain dealer at Towanda, Ill., died recently, at the advanced age of seventy-two years.

The large brick brewery at Pierre, Dak., was destroyed by fire March 13. Loss is estimated at \$32,000, with no insurance.

W. C. Hill's grain warehouse at Brazil, Ind., was recently damaged by fire to the amount of \$2,000; insurance \$1,000.

Mount Vernon, Dak., was almost completely destroyed by fire April 2, and four large elevators were burned, causing a loss of \$300,000. One of these elevators was

owned by the Mount Vernon Farmers' Alliance Elevator and Warehouse Co. The fire was caused by the burning of the surrounding prairies.

McGrew's elevator and mill at Lexington, Mo., were destroyed by fire on the night of March 18. Loss, \$75,000; insurance, \$40,000.

Kormann's brewery at Toronto, Ont., was partially destroyed by fire recently. Loss on stock and buildings, \$30,000; stock fully insured.

John Chrisney's grain warehouse at Chrisney, Ind., was burned the night of April 8. Loss, \$2,000. It is thought to have been the work of an incendiary.

Luke Smith's four-story grain and flour store at Nos. 2105, 2107 and 2109 Eastern avenue, Baltimore, Md., was burned the night of March 30. Loss is estimated at \$100,000; fully insured.

Mr. Edward Floss, one of the original members of the New York Produce Exchange, died recently at the age of 63 years. He was held in high esteem by the older members of the exchange.

Rorison & Co.'s elevator at Carberry, Man., containing 12,000 bushels of wheat, was burned March 19. Loss \$25,000. The building was fully insured, but there was no insurance on the wheat.

The Huntoon Company's elevator at Earling, Iowa, was destroyed by fire on the night of March 15, together with about 1,200 bushels of grain. Loss \$7,000; insurance \$1,900. Cause of the fire is unknown.

The town of Ashton, Ill., was almost completely destroyed by fire March 28. An elevator, twenty-one business houses, and several dwellings were burned. The fire was caused by a defective flue. Loss, \$60,000.

The elevator and flour mill of H. D. Towner, at Hayes City, Kan., were completely destroyed by fire April 3. The fire is supposed to have been caused by spontaneous combustion in a coal bin. Loss, \$17,000; insurance, \$2,500.

An elevator at Boston, Mass., owned by the Boston & Maine Railway, was destroyed by fire April 9, together with about 40,000 bushels of grain. The company's large freight houses were also destroyed, the total loss being \$500,000.

P. B. Ellis' grain elevator at Grundy Center, Iowa, was completely destroyed by fire on the evening of March 11. The building contained about 12,000 bushels of oats and corn, which was almost a total loss. Building and contents were partially insured.

A grain warehouse at Cobourg, Ont., owned by the commissioners of the town trust, and leased by A. H. Macdonald, was destroyed by fire March 28. W. D. Matthews & Co., of Toronto, had about 4,000 bushels of barley stored in the warehouse, which was a total loss. There was \$800 insurance on the warehouse.

E. S. Gatchell's grain warehouse and lumber yard at Alton, N. Y., were burned on the evening of March 23, together with about 4,000 bushels of grain. The buildings were new, having been put up last year. Loss is estimated at \$10,000; insurance about \$8,000. The fire is supposed to have originated from a spark from a passing engine.

The engine room of the Galena elevator of this city, owned by Munger, Wheeler & Co., was crushed by the falling walls of a burning tea warehouse early on the morning of March 26. The engine room was a two-story brick structure. It was only by hard work of the firemen that the elevator was saved. Loss \$2,000; insurance \$2,000.

About 2 o'clock on the afternoon of March 30 fire was discovered in the cupola of one of the Northwestern Elevator Company's elevators at St. Cloud, Minn., and before the firemen had a stream of water playing on the building it was enveloped in flames, and another elevator near by, the property of the same company, was on fire. Both elevators were completely destroyed, but a large part of the 25,000 bushels of wheat which the elevators contained were saved, although in a damaged condition, by the manager, Mr. George McMahon, opening the slides in the sides of the buildings and allowing it to run out on the ground. The elevator in which the fire originated was an old building; the other was built about two years ago. Each had a capacity of 30,000 bushels. The origin of the fire is unknown, but is supposed to have been caused by spontaneous combustion or a hot journal. The loss is estimated at \$40,000; partially insured.

Shortly after we published the March number, which contained a short account of the burning of Finch & Hayward's elevator at Davenport, Iowa, we received a full description of the fire. The elevator was a frame building covered with sheet iron, making it hard for the firemen to get at. Smoke issued from every part of the building for an hour before the flames broke out. The main building was 36x108 feet, the boiler room was 40x50, and the scales room was large enough to admit one car. A cob house was also attached. The elevator contained about 14,000 bushels of wheat, 6,000 bushels of barley, and 500 bushels of oats. A car containing 800 bushels of barley was pulled out after the fire was discovered. The men were just departing for the day when smoke was seen issuing from the upper part of the building, and it is supposed that the fire was caused by a spark from an engine falling in the dust room. Loss on building and machinery, \$30,000; insurance, \$16,000. Loss on grain, \$15,000 to \$20,000; fully insured.

ELEVATOR AND GRAIN NEWS

An elevator is to be built at Tolono, Ill.

An elevator is to be built at Farmington, Wash.

Two elevators are projected at Ft. Dodge, Iowa.

A grain elevator is being built at Jessamine, Ky.

A cotton-seed oil mill is projected at Houston, Tex.

A \$15,000 elevator is projected at Columbia, Tenn.

Routledge, Man., will probably have a new elevator.

J. E. Byrne, grain dealer at Dallas, Tex., has sold out.

Troy & Plant will build a grain elevator at Macon, Ga.

An elevator will probably be erected at Wapella, Man.

A cotton seed oil mill is to be built at Beaumont, Tex.

A cotton-seed oil mill is projected at Greenwood, S. C.

J. G. Bayne & Son will build an elevator at Bagdad, Ky.

Jones & Gay will build a grain elevator at Winchester, Ky.

An addition is being built to the elevator at Midland, Ont.

A farmers' warehouse is to be established at Brookings, Dak.

A \$10,000 cotton seed oil mill is projected at Conctoe, N. C.

The contract for an elevator at McKinney, Tex., has been let.

Brown Bros. are building a grain elevator at Nicholasville, Ky.

J. L. Sebring & Co. of Kalamazoo, Mich., are building an elevator.

C. R. Wild, grain and coal dealer at Billerica, Mass., has sold out.

Andrew Mulcahy will erect a cotton-seed oil mill at Forsyth, Ga.

McBride & Co., Newman, Ga., will enlarge their cotton-seed oil mill.

Geo. Leder will build a cotton-seed oil mill at Sulphur Springs, Tex.

W. S. Mahoney will enlarge the Feagan Distillery at Alexandria, Va.

The Farmers' Association of Sturgis, Ky., will build a grain warehouse.

Norman & Stone have started a power broom factory at Baltimore, Md.

H. B. Nelson & Bro. will erect a 150,000-bushel elevator at Lexington, Ky.

Jacob Zaun, miller and grain dealer at Cedarburg, Wis., has sold out.

W. L. Hayes & Co., grain dealers at Hebron, Neb., have sold their elevators.

H. W. Pierce will soon commence work on a new elevator at Kappa, Ill.

C. B. Simminton will build an elevator and flour mill at Covington, Tenn.

A Roberts of Rising Sun, Neb., has sold out his grain business at that place.

Heritage & Sifford, grain dealers at Anthon, Ia., have dissolved partnership.

Foss & Son, Stanford, Ill., are making some improvements at their elevator.

Mills & Sons, millers at Frankfort, Ky., will build a 200,000-bushel elevator.

Albert Carry will make extensive additions to his brewery at Washington, D. C.

An elevator having a capacity of 1,000,000 bushels is to be built at Dallas, Tex.

Messrs. Siebel & Esger are building a 10,000-bushel elevator at Oskaloosa, Iowa.

M. Landa & Bro., grain and produce dealers at San Antonio, Tex., have sold out.

H. Griffith contemplates the erection of a large grain elevator at Columbus, Ind.

Fowler & Fauts, feed mill and elevator at Omaha, Neb., have dissolved partnership.

An oil mill and fertilizer factory, to cost \$50,000, is projected at Barnwell, S. C.

J. M. Cain of Atchison, Kan., will probably build an elevator at Oak Grove, Kan.

Indianapolis grain men say they are handling less corn than at any time in years. The farmers of Indiana and

Illinois are holding their corn for better prices, and predicting a light crop for 1889.

Hauser & Sons' Malting Co., St. Paul, Minn., have filed articles of incorporation.

Recently 150,000 bushels of wheat were bought at Portland, Ore., for export to Chili.

A company is being organized at Lincoln, Neb., to build a 500,000 bushel elevator.

N. E. Arnold & Co., grain and coal dealers at Huron, Dak., have dissolved partnership.

Brayton & Harrison, grain dealers at New Bedford, Mass., have dissolved partnership.

Wolcott, Smith & Co., grain elevator at Nashville, Mich., have dissolved partnership.

The Sullivan Hardware Co. of Anderson, S. C., will build a fourth cotton-seed oil mill.

S. Going, grain and coal commission dealer at Wolfe Island, Ont., has made an assignment.

C. H. Reynolds, grain elevator at Nashville, Mich., has been succeeded by Cox & Stringhams.

A. F. Jackson, dealer in grain and agricultural implements at Stewart, Minn., has sold out.

M. F. Case of Columbus, Ohio, is erecting an elevator and a flouring mill at Elmwood, Ohio.

The Davis Grain Co., Topeka, Kan., are building a 200,000-bushel elevator at Horton, Kan.

W. B. Creight and W. R. Doty will build a \$5,000 cotton-seed oil mill at Winnsboro, S. C.

Jno. H. Pearson & Co., grain and groceries, Morgantown, N. C., have dissolved partnership.

Griffin Bros. & E. F. Verry of Armington, Ill., are building smoke stacks for their elevators.

Boomer & Leader of Syracuse, N. Y., propose to build a cotton-seed oil mill at Wolfe City, Tex.

The Huntoon company will immediately rebuild their elevator recently burned at Earling, Iowa.

Maj. Edwin Clark of Melrose, Minn., will erect a large elevator at West Union, Todd county, Minn.

Durant, Elmore & Bliss, grain commission merchants at Albany, N. Y., have dissolved partnership.

The Fertilizer and Manufacturing Co. of Griffin, Ga., will add a cotton-seed oil mill to their factory.

A stock company is being formed at Halifax, N. C., for the purpose of building a cotton-seed oil mill.

The American Brewing Co. has been incorporated at Chicago, Ill., with a capital stock of \$200,000.

A company recently organized at Ozark, Ala., will build a cotton-seed oil mill and fertilizer factory.

Thos. W. Troy is interested in a company that will probably build a \$250,000 brewery at Macon, Ga.

E. F. Verry of Armington, Ill., is building a brick vault, and will add banking to his grain business.

Peter Jung and Fred Clayton recently purchased the elevator and the "Prairie Mill" at Perham, Minn.

The Adam Schultz Brewing Co. has been incorporated at Cincinnati, Ohio. Authorized capital, \$40,000.

Percy McGeorge of Philadelphia, Pa., will build a cotton-seed oil mill in the South, probably at Anniston, Ala.

The Myers Warehouse and Produce Co. has been incorporated at Myers, Minn., with a capital stock of \$10,000.

The steam elevator erected at Plattsmouth, Neb., in 1880 has been torn down, and will be removed to Lincoln, Neb.

J. J. Booth of Clayville, N. Y., has promised the citizens of Alma, Mich., that he will soon erect a flax mill there.

T. M. Baxter & Co., grain commission merchants of this city, have opened a branch office at Minneapolis, Minn.

A company has been organized at Eufaula, Ala., for the purpose of erecting a cotton-seed oil mill and guano factory.

John Cuthbertson of St. Lawrence, Dak., has purchased a horse power from the Morton Mfg. Co. of Romeo, Mich.

Smith, Hippen & Co. of Pekin, Ill., have 100,000 bushels of grain at Spring Lake, Ill., which they will ship to Pekin by boats.

An elevator with a capacity of 11,500 bushels was recently completed at Moroe, Neb., a one-month-old town in Platte county.

The Lexington Roller Mill Co. of Lexington, Ky., will build a large grain elevator of several hundred thousand bushels' capacity.

Hunt & Booth have received \$18,000 insurance on their elevator recently destroyed at San Antonio, Mo., and will probably rebuild.

W. L. Hayes & Bro., Narka, Kan., have their new elevator in operation. It is driven by a 15-horse power Frost Engine and 20-horse power steel boiler. This is the

fourth outfit Messrs. Hayes Bros. have purchased of The Frost Mfg. Co., Galesburg, Ill.

W. B. Creight and others are forming a company at Winnsboro, S. C., to build a cotton-seed oil mill of ten tons daily capacity.

A company is being formed at Washington, Ga., for the purpose of building a cotton-seed oil mill and guano factory at that place.

Rumsey & Buell, grain and provision commission merchants, Chicago, Ill., have dissolved partnership. A. C. Buell & Co. succeed.

Morton Mfg. Co. of Romeo, Mich., have furnished two of their well-known horse powers to Thos. N. Armstrong of Albert Lea, Minn.

Downey & Co. of Napanee, Ont., shipped forty-one carloads of barley to this country one day recently, half of it going to St. Louis, Mo.

James S. Wilson, miller and grain dealer at Logansport, Ind., failed April 13, with liabilities estimated at \$33,000 and assets at \$18,000.

B. R. Blakely, W. A. Bates, J. P. Nichols and N. B. Drewry are organizing a company at Griffin, Ga., to build a \$20,000 cotton-seed oil mill.

Kent's elevator at Kinney, Ill., narrowly escaped being destroyed by fire March 25, and was only saved by the efforts of the Clinton firemen.

B. M. Pugh of Basil, Ohio, grain dealer, farmer and miller, has assigned to John L. Gill and L. Rockey. Assets, \$41,000; liabilities the same.

The Anna Milling Co. has been incorporated at Anna, Ill., with a capital stock of \$18,000, to deal in grain and transact a general milling business.

The Hon. M. McDonald has sold his elevator and grain business at Bayard, Ia., to Elmer Miller of Des Moines and Mr. McConnell of Highland, Ia.

Barnard J. Price, dealer in grain and produce at Laramie, Wyo., assigned April 4 to W. J. Hills. Liabilities about \$4,000; assets about the same.

Warren Armington has repurchased the grain elevator and business at Natrona, Ill., which he sold a few weeks ago to Snyder Bros. of Delevan, Ill.

Brooke & Pugh, flour and grain commission merchants at Philadelphia, Pa., have been succeeded by Edward H. Pugh. Firm name remains the same.

The Farmers' Warehouse and Elevator Co. has been incorporated at Murfreesboro, Tenn., with a capital stock of \$15,000. They will build an elevator.

The receiver for C. J. Kershaw & Co., having paid 50 cents on the dollar of claims. Judge Hawes recently dismissed twenty five suits against that firm.

The Frost Mfg. Co., Galesburg, Ill., have just started up a 40-horse power engine and 50-horse power boiler in Fred Schupp's new mill at Marcelline, Mo.

Markley & Dadswell, Aplington, Iowa, have just bought of The Frost Mfg. Co., Galesburg, Ill., a 12-horse power engine and two 20-horse power steel boilers.

Hill, Flertzheim & Co. have withdrawn from the suit brought to compel C. B. Eggleston to pay his share of Kershaw & Co.'s losses in the big wheat deal.

The contractor who erected the St. Anthony Elevator at Rolla, Rollette county, North Dak., says he has the contract to build three more at the same place.

W. E. H. Sarcy, W. V. Maddox, W. H. Home and others have organized a company with a capital of \$25,000 to build a cotton seed oil mill at Griffin, Ga.

The Smith-Thompson Co. has been incorporated at Chicago, with a capital stock of \$3,000, to do a general commission business in grain, coal and produce.

The Buffalo Elevating Co. have purchased the Sturgis and the Fulton elevators of the Sturgis Elevator Co., Buffalo, N. Y. The amount paid was \$250,000.

The Bavarian Brewing Co. has been incorporated at Covington, Ky., with a capital stock of \$125,000. Incorporators, Wm. Riedlin, John Meyer and Anton Ruh.

J. & J. B. Hursh, grain and lumber dealers at Newville, Pa., failed April 4. Executions amounting to about \$50,000 were placed in the sheriff's hands against John Hursh individually.

J. H. Sperry, Grundy Center, Iowa, has purchased one 8-horse power and one 10-horse power engine, together with two 20-horse power steel boilers, of The Frost Mfg. Co. of Galesburg, Ill.

The Northwestern Elevator Co. of St. Paul has filed amended articles with the register of deeds. The place of business is to be removed to Minneapolis, and the capital stock increased to \$750,000.

G. M. Anderson, E. M. Lipscomb, W. B. Anderson and others have formed a company at Ninety-Six, S. C., for the purpose of manufacturing cotton-seed oil and fertilizers. Capital stock is \$20,000.

John Kipp, bookkeeper in William Kough's grain office at Newport, Pa., was arrested recently on charge of appropriating money belonging to his employer to his own use. A trap was set for him by a detective, and he was easily caught. He confessed to have been stealing money from his employer for over a year, and said that he had taken about \$1,600, half of which he had concealed at home. He turned this and the amount he had taken the

day of his arrest over to Mr. Kough, also his house, which he recently paid \$700 for. He immediately left town, and it is not thought that he will be prosecuted.

D. McIntyre, G. A. Norwood, J. D. Montgomery and others have organized the Marion Oil Mill Co. at Marion, S. C., for the purpose of establishing a cotton-seed oil mill. Capital stock, \$25,000.

Sheridan & Baumgart will erect an extensive distillery plant at New Chicago, Ill. It will comprise eight buildings, and have a capacity of 200,000 bushels of grain per day. The cost is estimated at \$150,000.

The Chicago Brewers' Association has been incorporated, with a capital of \$3,000,000, to manufacture beverages at Chicago, Ill. Incorporators, Armand F. Teefy, T. Ed Bradley, F. E. Makeel and J. T. Young.

Thompson, Woods & Co., McCook, Neb., have their full roller mill in good running order. Their 50-horse power engine and boiler were purchased of The Frost Mfg. Co., Galesburg, Ill., and are giving good satisfaction.

J. H. Keys of Midland City, Ill., has received since last harvest 80,370 bushels of grain, 39,000 of which was corn, 33,875 of oats, and 2,500 bushels of wheat. Mr. J. W. Wasson of the same place, has also been doing a good business.

The National Brewing Co. has been incorporated at Chicago Ill., with a capital of \$30,000, to manufacture lager beer and other fermented liquors. Incorporators, Herman Nathan, Anton Groenwald and Frederick Buchner.

D. Poggenberg, proprietor of general store and elevator at Odell, Wis., made an assignment recently to F. Slater for the benefit of creditors. Assets, \$14,000; liabilities, \$12,000. His failure is said to be due to sharp competition.

The St. Joseph Brewing Co. of St. Joseph, Mo., has been incorporated, with a capital of \$60,000. Incorporators, Joseph Andriano, Nicholas Schlupp, Thos. J. Crowther, Shepherd R. Cheadle, Joseph Oppenheimer and James A. Seelf.

The Union Co-operative Grain Association has been incorporated to deal in grain and agricultural products at Goodrich, Kankakee county, Ill. Capital, \$2,000. Incorporators, G. M. Wagner, W. Piper, P. Toby, W. Frazer and A. Buck.

Wier & McMillan, Everly, Iowa, have started up their fine new elevator, the machinery for which, including a 12-horse power engine and 15-horse power steel boiler, was furnished by The Frost Mfg. Co., Galesburg, Ill., making the second complete outfit furnished by this firm to Messrs. Wier & McMillan.

Hayward Bros. & A. A. Chapman of Tremont, Ill., have purchased the Churchill Elevator at Colfax, Ill., for which they paid \$4,500 cash. The Hayward Bros. are experienced grain buyers and shippers. Mr. A. A. Chapman is also a good business man. The firm is financially strong, and energetic, live business men. Mr. Chapman and Mr. E. G. Hayward will move in a few days to Colfax. I. A. Hayward will remain in charge of their grain business in Tremont.

Robert Manford, wheat buyer for the Northern Pacific Elevator Co. at Perham, Minn., and a prominent farmer were arrested recently charged with stealing wheat by the issuing of fraudulent wheat checks. Johnson, in order to save himself, confessed to the elevator company to the crime charged, and when the case was called Manford was missing. He is supposed to be in Winnipeg. Both men bore excellent reputations, and were prominent members of the Masonic lodge. Some business men mourn Manford's loss to quite an extent financially.

There is a bad Gate in Illinois which all grain men would do well to steer clear of. He recently fraudulently obtained \$175 of R. P. Wood, grain merchant at Colfax, Ill. His trick consists in representing to the grain dealers that he possesses 2,000 bushels of corn which he would sell, agreeing to deliver as soon as the condition of the roads would permit, and as he had a note of \$175 which had matured the day before, he would draw that amount. To the Colfax grain merchant he furnished references, which afterward it was ascertained were forged. He assumed the name of "Miller" in his transactions there. The next day he shipped his goods from Cooksville, assuming the name of "Chase," to Potomac, in the eastern part of this state, where the Colfax grain dealer successfully "chased" and corralled him, obtaining his \$175 and nearly enough besides to pay expenses. He tried to perpetrate the same game on a grain merchant at Weston, Ill., for a like amount, for which he was given a draft, and only failed because of his inability to get some one to identify him.

The Agricultural Department of the English Government has issued a report on the wheat and rice weevil in India, which is similar to the weevil that attacks wheat in this country and England. It is estimated that this insect damages Indian wheat exported \$759,000 a year. Nothing is done to prevent its attack which is continued during the passage of the grain to Europe. The writer of the report recommends that before new grain is put into a granary or other storehouse, all old grain should be removed, and the whole place thoroughly cleaned, the walls and ceilings whitewashed, all cracks in the floor and corners filled up with fresh mortar, and the building disinfected with sulphur fumes.

THE EXCHANGES.

Work is progressing on Duluth's \$250,000 Chamber of Commerce building.

Tickets of membership to the New York Produce Exchange have been quiet at \$1,100@1,200.

The Toronto Board of Trade has advertised for bids for the construction of their new building. The estimated cost is \$230,000, making the total cost of land and building \$300,000.

Leopold Bloom's superior knowledge of the wheat market is said to have cost him \$165,000 in the May wheat deal on the Chicago Board. Mr. Bloom will have forty-five days yet to get even on May.

At a recent meeting of the Minneapolis Board of Trade a resolution was adopted opposing any bridge over the navigable waters of the system of the Great Lakes, on the ground that it would be detrimental to the interests of the Northwest. Copies of the resolution were ordered to be sent to the various boards of trade and chambers of commerce in the principal cities of the Northwest.

The *Albany Express* of Albany, N. Y., apparently has no love for the New York Produce Exchange, for in a recent issue it says: "The New York Produce Exchange has apparently become the mere creature of capitalistic combinations. The grain gamblers who compose the Exchange seem ready to endorse all schemes of public plunder in which any of their number are interested. So notorious is this fact that the resolves, protests and petitions of the Exchange receive no more attention in Albany than the whistling wind. The Ethiopian can always be detected between the lines of the context."

WATERWAYS

The Lachine Canal will be opened April 22.

The main line of the Welland Canal will be opened April 16.

The Illinois and Michigan Canal was opened for navigation Monday, March 25.

The number of boats prepared for service on the Erie Canal this season is estimated at 3,500 to 4,000.

The upper house of the New York Legislature has passed a bill appropriating \$100,000 for cleaning out the state canals.

The lower house of the Delaware Legislature has passed a bill appropriating \$1,500 for the Delaware Bay and Assawoman Canal.

The Delaware and Hudson Canal was opened for navigation March 25. During the winter many new boats were built at the company's yard at Rondout, N. Y.

A canal is projected in Washington Territory to extend from Lake Washington to Puget Sound, so as to admit deep sea-going vessels to the lake. The estimated cost is \$1,500,000.

There was a break in the Erie Canal a few miles east of Medina, N. Y., on March 31. It was thought that navigation would be delayed some time before the break could be repaired.

The forwarders of Buffalo have gone into a combination. All of the forwarders are in the scheme now, and the organization will be a strong one. The talk is of making the opening canal rates 4½c on wheat, 4c on corn, and 3½c on oats to New York.

The ship canal which is to connect Manchester, Eng., with Liverpool is being rapidly constructed, 10,000 men and a great number of steam excavators being engaged upon it. The canal will be 35 miles long, 26 feet deep, and 120 feet wide at the bottom.

The joint committee of the two houses of the New York Legislature recently agreed to recommend the appropriation of \$600,000 for the improvement of the Champlain Canal and the cleaning out of the Erie so as to make the actual depth seven feet.

The Canadian Government has ordered that the special rate of 2 cents per ton in force last year for the passage of certain cereals—wheat, Indian corn, peas, barley and rye—through the Welland and St. Lawrence canals shall be continued for the coming season of navigation.

The New York Legislature has appropriated \$50,000 for improving the Hudson River. The bill provides that the channel is to be widened and deepened so as to secure between the railroad bridge at Troy and the lower railroad bridge at Albany a channel 140 feet wide, and a depth of 10 feet of water at low tide. Between Albany

and Coxsackie the channel is to be 175 feet wide, depth of water 11 feet, and from the sloop lock to the railroad bridge at Troy, width of channel 80 feet, depth 6 feet.

The Appropriation Committee of the Illinois Legislature reported unfavorably upon the bill appropriating \$20,000 per annum to pay the ordinary expenses of the Illinois and Michigan Canal, and after some discussion the bill was referred to the Committee on Canals and Rivers.

A bill has been introduced in the Dominion Parliament providing for the closing of the canals on Sunday. The Ministerial Association of Quebec has petitioned the government to close them, and the Corn Exchange of Montreal has resolved that the closing of the canals on Sunday will seriously interfere with the interests of inland navigation, and with the shipping trade of Montreal.

W. H. Morrell of New York has recently spent some time at Lansing, Mich., to induce the Legislature to grant a charter for the proposed ship canal across the Upper Peninsula connecting Lakes Michigan and Superior. Mr. Morrell says that he has an abundance of New York and Chicago capital interested, and that the company will be organized within sixty days after the charter is granted.

A petition has been presented to the Commons from the corporation of Ottawa, Ont., urging the necessity for enlarging the Rideau Canal to permit the passage of vessels of larger dimensions than those which now ply on the canal. The petitioners urge that by deepening the canal to fourteen feet an alternative route to the seaboard would be secured, and the stoppage of traffic similar to that of last fall by the break in the Cornwall Canal prevented.

Press Comment.

FOR STATE ELEVATORS.

The Legislature should appropriate enough money to continue canal improvement as rapidly as is convenient. The canals should be put in good condition and relieved from the burdens which oppress traffic at New York and Buffalo. If the elevator trust refuse to obey the law of the state, let the state provide elevators. As matters are at present, the removal of canal tolls has enriched the elevator trust instead of benefiting boatmen.—*Rochester Democrat*.

WANTS A MILLION.

We call upon the members of the Legislature to stand firmly for \$1,000,000. The state has entered on a policy of improving the Erie Canal by lengthening the locks and removing the accumulated mud and debris. It is short-sighted economy to appropriate less than \$1,000,000, when that amount can be used to advantage. Is not the consummation of this policy desired as quickly as it can be secured without imperiling the quality of the work? Let us have \$1,000,000, with the expenditure of every dollar protected by an "iron-clad" contract!—*Albany Express*.

BOUND HAND AND FOOT.

After nearly nine years of litigation involving a direct outlay of about \$75,000 and a loss of millions of dollars in business, the Board of Trade finds itself worse off than it was at the beginning of its fight against bucket shops. To be sure, the Supreme Court remands the omnibus case to the Circuit Court of Cook county with permission to hear new testimony, presumably to give the Board a chance to prove, if it can, that the parties praying for an injunction are doing a bucket-shop business, but the question of the Board's ownership of quotations is settled forever, and adversely.—*Chicago Daily Business*.

DON'T LIKE CHICAGO'S INSPECTION.

The St. Louis wheat sent to Chicago, to get the benefit of the rise there, is not inspecting contract grade, it is said. At the time of high Chicago prices, during the notorious Harper deal wheat sent down from here did not inspect contract grade, and in order to make it do so, shippers finally sent down No. 1 Northern and No. 1 hard mixed. That wheat was run into an elevator by itself, instead of going in as grade with other wheat, and was since peddled out at a premium. St. Louis may as well make up her mind that Chicago don't run corners for the benefit of outsiders. Chicago has state inspection, but she also has a board of appeals on inspection, and it's a tough scrape the one can't pull her out of it if the other fails.—*Minneapolis Market Record*.

INTRICATE GRAIN INSPECTION.

Speculation drives to the livest market in the world the flock of lambs who are yearly sheared, and around this market is thrown the safeguards of the commonwealth. Chicago, with her state hayseed grain inspection, knows no reputable house who don't employ a private grain inspector to protect its customers against official incompetency, and yet she blates most loudly of her incomparable rigidity. The great state of Illinois has a warehouse law nearly as good as that of Maryland, and yet it is inoperative outside of Cook county. Our own fossiliferous state weighers of grain, who weigh an occasional half bushel and guess at the balance, are hardly more worthless than the official incubi in the leading city of the great Northwest.—*Baltimore Journal of Commerce*.

Moody & Rodman have sold their elevator at De Land, Ill., to Chicago parties for \$3,600.

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A. J. MITCHELL, - - - Business Manager.
HARLEY B. MITCHELL, - - - Editor.

ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., APRIL 15, 1889.

WE ARE GROWING.

Our readers will probably notice that our pages bear every evidence of increased prosperity. We are proud of this, because this paper has had a steady growth which we have aimed to deserve. Occupying a unique field, with no antagonisms, we know that we have been able to serve our patrons well. We infringe on the domain of no other trade journal; and no other journal infringes on ours. We have demonstrated that a paper could find and occupy a legitimate field in the grain trade, not filled by the other excellent journals which aim at market reviews and the compilation of statistics. Each year has demonstrated more and more that such a paper as we aim to make the AMERICAN ELEVATOR AND GRAIN TRADE will be generously sustained by the interested public.

The demands on our space this month have been so great that much interesting matter has been crowded out. In fact, if the press continues, there will be but one alternative left, that of enlarging the paper to accommodate advertising patrons without curtailing, but rather increasing the amount of matter furnished the reader.

TO SUPPRESS BUCKET SHOPS.

A bill was recently introduced in the lower house of the Illinois state Legislature by Mr. Pepoon, which if it becomes a law, will make it very difficult for the bucket shops to keep open. The bill is very long, and is supposed to cover all the technical details so there will be no chance for the gamblers to escape either the letter or the sentiment of the law. The bill also prohibits the running of a corner on any commodity.

What the terms "bucket shop" and "margin" shall apply to is outlined very minutely in the bill. It makes a "bucket shop" out of every place wherein is conducted the pretended buying and selling of anything. In the bill "margin" is held to mean all moneys paid or to be paid on executory wagering contracts and all executory contracts which the parties do not intend to complete by delivering the goods contracted for.

It makes it unlawful for any corporation, company, firm or person to keep or cause to be kept any place wherein is conducted the pretended buying or selling of anything without intending to receive and pay for it or of delivering it when sold, and the offering to so buy and sell is consid-

ered just as great an offense, and the bill provides the same fine and punishment for both. Any person or company that in any way offers any statement or quotation of prices of stocks, bonds, grain, or any other produce, with a view to buying or selling, is liable to the same fine as the keeper of a bucket shop, which is not more than \$500 nor less than \$200. It forbids any outside company or person to carry on such operations within the state by agents or any means of communication. All persons within the state are prohibited from using the telegraph or any other means of communication for transmitting any information regarding such wagering contracts. If any non-resident causes any other non-resident to violate the law, he, too, shall be deemed guilty and subject to the same fines and punishment as the keeper of a bucket shop.

The bill goes further yet, and provides that if any one knowingly permits any such transactions to take place in his building, he shall be liable to a fine of from \$500 to \$1,000. This is pretty severe, but then it is not necessary, of course, for the owner of property to know for what purpose it is rented.

A QUANDARY.

The amendments to the Inter-State Commerce Law made by the last Congress, which requires that a notice of five days shall be given of a reduction in through rail and lake rates, and ten days' notice of an advance, is causing the agents of the railroad propellers in this city considerable anxiety. Heretofore they have given through bills of lading to the seaboard and Liverpool on grain, and fixed their rates according to the fluctuations in the lake grain freights from this city to Buffalo. Thus they were enabled to save their shippers the charges at Buffalo, and had an advantage over outside boats. Under the present law they cannot take through freight until five days after a reduction, and in the meantime the outside boats will get all the trade. If rates go up they cannot advance their through rates for ten days, and during that time enough freight will probably be forced on them to keep their boats busy for a month. If they will do away with their through rates they will be on an equal footing with other boats, and there is little doubt but what they would get their usual amount of the carrying trade.

THE SUPREME COURT MODIFIES ITS OPINION.

It will be remembered that some time ago the Supreme Court of Illinois reversed the decision of the lower court in the case of the New York and Chicago Grain and Stock Exchange against the Chicago Board of Trade, and held that the quotations of the Board were of public importance and could not be controlled by the Board. Since then the court has in a measure modified or explained its previous decision so that the Board of Trade has still a chance to withhold its quotations from the bucket shops.

The court was petitioned for a rehearing, but refused this and has remanded the case back to the trial court for further proceedings, and each party is granted the privilege of introducing further testimony. The former order was that the case be sent back with specific directions to enjoin the Board from withholding its quotations from the New York and Chicago Grain and Stock Exchange.

In explaining its former opinion the court says: "We do not wish to be understood as holding that the Board of Trade is bound by law to continue the business of collecting and furnishing to the public market quotations or that it may not voluntarily abandon such business, but we hold that so long as it continues to carry it on, either directly or indirectly, it must do so without unjust discrimination as to persons, and must furnish market quotations to all who may desire to obtain them for lawful purposes and upon the same terms."

The right of the Board to discontinue the business at any time it so desired has never been doubted by any one, and it is not at all probable that if the Board desired to stop, the Supreme

Court of Illinois or any other court could in any way compel them to continue. In its former opinion the court held that the Board must furnish quotations to all who were willing to pay for them. This is so modified that hereafter the Board will only have to furnish quotations to those who desire them for lawful purposes. So, if the Board can prove that the New York and Chicago Grain and Stock Exchange seeks the quotations for an unlawful purpose, it may withhold them.

While this decision contains more justice than the former one, it is still entirely too lenient toward the bucket shop, and instead of requiring the Exchange to show that it wants the quotation for a lawful purpose, it puts the burden of the proof with the Board of Trade, and requires that body to show in every case that the bucket shop wants the quotations for an unlawful purpose. For a number of years the Board has done its utmost to withhold its quotations from the bucket shops, but without avail, and it looks as though they could continue their efforts for a number of years yet without succeeding.

THE OAT CLIPPING SCARE.

Whether a May corner in oats is being manipulated or not, is one of the things no fellow can find out for a certainty; but it is known that a combination has been loading up with oats, and that their headquarters are in Milwaukee. So far the corner, if one is being attempted, has not developed any formidable elements of success, and a sort of bombshell was thrown into the ranks of the bulls by the statement a few days ago, that the "shorts" in Milwaukee and Chicago were preparing to deliver the actual stuff on their May contracts, but that the oats delivered would be "clipped oats." A row was kicked up at once. It was stated that every elevator in Chicago was running oat clippers and that one of the elevators had two million bushels of clipped oats in store.

As our readers are probably aware, oat clipping is an innocent process of improving oats. No. 3 oats run through a clipper will come out with all the requirements as to weight, etc., as No. 2. The inspector has nothing to do with the past character of the oats, but only with its present character, and cannot do otherwise than give the oats the grade called for by weight, etc. The oat clipper can raise the grade of enough oats to prevent a corner being manipulated, provided, of course, a sufficient number of them are in operation. However, the number in use is greatly overestimated. There are none in the regular elevators in Chicago or Milwaukee. Those that are in use are in private elevators. Oat clipping has been practiced for several years past, and the astonishing thing is, that the matter seems to be a revelation to the oat "sharps" who were trying to run the market. Meanwhile the row has given the manufacturers of oat clippers a great boom.

THE CORN PALACE AT PARIS.

There is little if any doubt that the United States will have a corn exhibit at the Paris Exhibition which opens May 5, but there is some doubt as to its being as great a success as things of a like nature undertaken by the people of the United States usually are. Bills have been introduced in several state legislatures making appropriations for the exhibit, and some of the exchanges and boards of trade have raised considerable to aid the project, but Col. C. J. Murphy, who was appointed by the Agricultural Department to look after the exhibit, has not received near the amount of money that the enterprise merits and must have to meet with that success which was at first anticipated.

On one side the Atlantic we find Europe sadly in need of a cheap food product; on the other side we have the United States with an enormous surplus of corn available for export every year. At present we only export about 4 per cent., and we could just as well export 25 per cent. The acreage could easily be doubled, and there is no doubt but what we could easily find a market for it, if we would just take the trouble to teach the foreigners how to use it.

The exhibition authorities donated ground for

which they had been offered \$12,000 for other purposes. A better position could not be selected for the purpose. It can easily be seen from any part of the grounds, and the approaches are unobstructed by other buildings, so it cannot fail to attract the attention of the visitors.

The benefit this country will derive from such an exhibit as has been planned cannot be computed. It is to be hoped that the representatives of the different lines of business directly interested will come forward and cheerfully open their pocketbooks, so that Col. Murphy can erect such a palace as will startle Europe and teach her the real worth of the leading cereal produced by the greatest grain growing country in the world.

TRACK BUYERS AND ELEVATOR MEN.

A delegation of elevator men called upon the Iowa Railroad Commissioners at Des Moines, Iowa, March 21, to see if the commissioners could not in some way help them out of their present difficulty. Under the present law a track buyer from Chicago or any other grain center can go into Iowa and get the same rate per car as the elevator men. The track buyer has no elevator to maintain, no taxes to pay, and employs little help. On the other hand, the elevator men have large sums invested in their elevators, which they are at the expense of maintaining and keeping open throughout the year. They attract trade to their towns, and are a great benefit to the farmers in furnishing at all times of the year a ready market for their grain. The railroads are also benefited, for the elevator men increase their tonnage by collecting the grain from surrounding sections. Before the Inter-State Commerce Law went into effect the railroads recognized their services by paying them rebates. The elevator men recognize the fact that the law allows no special rates, but are of the opinion that the roads should allow them a rental of 1 cent per hundred pounds as a recognition of the services they render the roads. The commissioners decided that the matter was not within their jurisdiction, but was one of inter-state commerce.

EXPORTS OF BREADSTUFFS.

The report of the Bureau of Statistics for the month of March, issued April 10, shows that the value of our breadstuffs exported during the month was \$9,636,482, against \$9,281,653 for the same month last year; and for the three months ending March 31 the value of our breadstuffs exported was \$28,763,471, being almost \$1,000,000 greater than for the same period of 1888. For the nine months ending March 31 the value of our breadstuffs exported was \$91,744,947, against \$101,995,977 for the same period of 1887-'88.

During March we exported 2,840,956 bushels of wheat, valued at \$2,529,639, against 4,313,680 bushels, valued at \$3,642,425, for March, 1888. For the nine months ending March 31 we exported 36,545,926 bushels, valued at \$33,313,190, against 57,106,877 bushels, valued at \$48,904,256.

There was a great increase in the shipments of corn exported, the amount being 8,204,451 bushels, valued at \$3,685,663, against 2,115,666 bushels, valued at \$1,228,095, for the same month last year. For the nine months ending March 31 we exported 46,911,434 bushels of corn, valued at \$22,989,317, against 18,564,366 bushels, valued at \$9,881,228, for the corresponding period of 1887-'88.

The amount of barley exported during the month was much less than in March, 1888, but for the nine months ending March 31 we exported 1,337,076 bushels, valued at \$811,741, against 442,244 bushels, valued at \$257,516, for the same period of 1887-'88. For the month we exported 27,890 bushels of oats, valued at \$10,814, against 21,819 bushels, valued at \$10,301, for March, 1888. For the nine months ending March 31 we exported 490,863 bushels, valued at \$197,181, against 229,455 bushels, valued at \$95,703, for the nine months ending March 31, 1888. During the month we exported 24,977 bushels of rye, valued at \$14,350, against 2,760 bushels, valued at \$1,829,

for March, 1888, and for the nine months ending March 31 we exported 133,786 bushels, valued at \$72,869, against 40,063 bushels, valued at \$26,085, for the corresponding period of 1887-'88.

While our exports of wheat and wheat flour have been less for the past nine months than for the corresponding period of 1887-'88, our exports of corn, oats, oatmeal, rye and barley have been greatly in excess of the exports of those cereals for the same period of 1887-'88. It seems that Europe is compelled to take a large amount of our breadstuffs, and when she cannot get wheat and flour will take the next best thing. It would be a good thing for this country if our wheat crop would not exceed our home demand for a couple of years, and Europe would be compelled to accept our other cereals, for afterward she would be more willing to accept them every year.

A PITTSBURG COMPLAINT.

Pittsburg merchants are making bitter complaints against the Pennsylvania Railroad for its unjust discrimination against them. A member of the Grain and Flour Exchange of that city who owns warehouses there says he has not bought a load of grain on the Exchange for a year, and that he does not use his warehouses for storing grain. It seems that he can have grain shipped from Chicago, Peoria or St. Louis to points on the Pennsylvania line in Pennsylvania at the same rate as from Pittsburg, consequently he buys grain in the Western markets to fill his orders, and makes from 3 to 7 cents a bushel more than if he would buy it in Pittsburg. The Pennsylvania has a monopoly of the carrying trade in that state, and does just about as it pleases. It would be a good thing for every line of business, and especially the grain trade of Pittsburg and Philadelphia, if the people of the state would pass laws to put a stop to the arbitrary rule over trade by this selfish corporation.

STATE ELEVATORS IN NEW YORK.

We give considerable space in this issue to the discussion of the question of "State Elevators," now before the New York Legislature and championed by Messrs. Linson and Ryan. Americans as a rule are averse to enlarging the functions of Government, and even the most ardent supporters of the measure in New York advocate the building of transfer elevators as the only means of securing competition in the business and breaking up the elevator pool in Buffalo and New York. The McEvoy Law seems as good as a dead letter, and it is said that no difficulty will be experienced by the pool in evading its provisions. Moreover, it is thought by many that the Supreme Court will declare the law unconstitutional. In that case, nothing remains to be done but to submit gracefully to the exactions of the pool, or else erect elevators under state control. While the precedent is not the best one to set, it is perhaps the shortest, best and cheapest solution of the monopoly business in transferring grain.

A RAILROAD BILL.

Mr. Vollmer has introduced a bill in the Minnesota Legislature which is intended to regulate railroad rates. It provides that nothing shall be charged or collected in excess of the following rate for the transportation of grain and its products in carload lots upon any railroad in the state, inclusive of all connecting and intersecting lines: For a distance not exceeding 175 miles, 7 cents per hundred; for more than 175 miles, but less than 200 miles, 9 cents per hundred; for each additional 50 miles or less, an additional 2 cents can be charged if the distance does not exceed 350 miles; for more than 350 miles, but not more than 400 miles, 16 1-2 cents per hundred, and for each additional 50 miles or fraction thereof, a charge of 1 cent per hundred may be made. For any overload no penalty or charge in excess of 25 per cent. additional to the rates herein fixed shall be charged, and then only upon the amount overloaded or upon the excesses. For the purposes of the act all connecting railroads are to be deemed one railroad line, and any shipper may ship grain or its products in carload lots at the

rate prescribed from any railroad station to any other railroad station in the state on connecting line. Upon a first conviction a fine of not less than \$1,000 and not more than \$5,000 shall be imposed, and upon a second conviction a fine of \$10,000 shall be imposed. Any company refusing to comply with this bill shall be deprived of its corporate franchises, and if it be a foreign corporation it shall not be allowed to do business in this state.

CROP FIGURES AND GUESSES.

The *Chicago Tribune*, commenting in a recent issue on crop reports and guesses, says that the deduction for short weight in our wheat crop of last year, as compared with that of the preceding crop, should only be about 9,000,000 bushels instead of 25,000,000 bushels, as given by the government statistician. The reduction is to bushels of sixty pounds each. It is well known that the crops of previous years have averaged less than that, and the average weight for a series of years was only fifty-seven pounds. This difference would be an important one if it were known that the crop estimates for a number of years had been within 5 per cent. of the actual weight or volume. But this is not known, and hence all the figures which are given out as the amount consumed per capita are little better than guesses. The *Tribune* adds significantly: "It is notorious that the records of the trading pits on 'Change are thickly strewn with notes of wrecks that have occurred chiefly because of placing too much dependence on statistics. Crop figures are excellent things for amusement, and occasionally come in as useful adjuncts to other arguments in favor of a rise or fall in prices, but the men who operate on these figures as the principal reasons for buying or selling almost always 'get left.'"

THE FARMER AND THE ELEVATORS.

A CORRESPONDENT of the *Iowa State Register* of Des Moines, writing from Brayton, Iowa, and signing himself "Farmer," seems to think that the country buyers of the farmers' produce are all thieves who are entitled to no consideration whatever, and that the farmer should be the shipper as well as the producer. He forgets that all men are rightfully entitled to compensation for their labor, and interest on their capital invested; he forgets that he can store his grain in the elevator, wait for a rise in the market, and get credit on his storage certificate; he forgets what a great convenience the country elevators are to the farmer who at any time of the year wishes to take a load of grain to market and get the cash for it; also to the small farmers and those who live a long distance from the railroad, for they could not load a car within any reasonable time. If the farmers can get along so well without grain elevators, why are they forming associations and building them at points throughout the country where they have no such blessing? It is more to the interest of the grain grower than the elevator men that the railroads should be forced to give the elevator men lower rates than the shipper of a single car, for then they will receive more for their grain. There are still a few people in existence who are unable to distinguish the difference between a blessing and curse.

In spite of the recent order of the Interstate Commerce Commission the railroads have continued their unjust and discriminating charges for grain shipped from Northwestern Iowa. Shippers are charged a higher rate from Iowa than from Nebraska points; a higher rate on branch than on main lines, and a higher rate on branches north than on branches south of the main lines. On the 11th inst. a number of the members of the Northwestern Iowa Grain Shippers' Association met at Sioux City to confer with members of the Iowa and the Nebraska Railroad commissions. The shippers have patiently borne the discrimination for a long time, but at last are bitterly determined to put an end to the discrimination against their district, and have appointed a committee to prosecute the railroads in conjunction with the State Commission, and also to recover all overcharges.

Editorial Mention.

THE charges for switching grain to private elevators in this city will probably be discontinued.

THE vessel men at Buffalo are despondent, while the Erie Canal boatmen are in a happier frame of mind than for years past.

THE lower house of the Nebraska Legislature has passed a bill providing for the election of the railroad commissioners by a vote of the people.

THE Dominion Government will allow the Winnipeg Corn Exchange to make its own grain standards in the future instead of having the work done, as in the past, by the Dominion Board of Grain Examiners.

A BILL has been introduced in the Lower House of the Minnesota Legislature which will make the finding of grain in the possession of any person near any cars where grain is stored prima facie evidence of larceny.

THE Car Service Association of this city are talking of changing the present form of bills of lading so as to make the charge for demurrage a part of the contract, and be a lien upon the property in case of detention.

IOWA grain shippers are said to be able to save 3 to 4 cents per hundred by taking advantage of the low freight rates in that state. They only bill their grain to points on the Mississippi, and then rebill it to its destination.

THE bill providing for the election by the people of the members of the Railroad and Warehouse Commission has passed the lower house of the Illinois Legislature. It is thought that the Senate will refuse to pass the bill.

A BILL has been introduced in the Minnesota Senate to regulate the handling and warehousing of grain, and it provides that all elevators, excepting those at the terminal points, that handle grain for compensation shall take out licenses.

J. A. EDWARDS & Co. of this city recently won a suit for \$17,234 against Chas. Hoefinghoff & Co. of Cincinnati for money due on trades made during the Harper deal of 1887. The decision reaffirms the validity of Board of Trade contracts.

MESSRS. GEO. ERTEL & Co. of Quincy, Ill., the well-known manufacturers of hay presses, have issued their catalogue for 1889, a copy of which has been received. Messrs. Ertel & Co. will be pleased to send a copy to all who will write for it.

THE grain men, millers and railroads of Minneapolis, Minn., have agreed that each shall appoint a representative and that these three representatives shall confer together for the purpose of securing the prompt delivery of grain and release of the cars.

THERE has been a dead calm in marine insurance on the lakes for the past four or five years. This year, however, there is to be war all around in grain insurance on the lakes. The cutting of rates has commenced early, and bids fair to continue late.

A BILL has been introduced in the New York Legislature providing that it shall be unlawful for any person or persons to conduct any place wherein is practiced the pretended buying or selling of shares of stocks, grain, provisions or other commodities, either on margins or otherwise, without

any intention of receiving and paying for the property so bought, or of delivering the property so sold. Anyone convicted of violating the law shall be liable to a fine of not more than \$1,000 nor less than \$500.

THE Missouri Railroad and Warehouse Commission has been investigating the charges of excessive and discriminating freight rates on wheat carried from Carthage, Mo., to St. Louis by the Missouri Pacific and the St. Louis & San Francisco Railroad companies.

GRAIN men of Toronto, Ontario, are seeking to have that city made the distributing point for grain shippers from the West via the Canadian Pacific. At present it is sent to a small station called Carleton Junction. Toronto is quite a grain center, and deserves recognition.

A BILL has been introduced in the Minnesota Senate to amend the grain and warehouse law so that all elevators in that state, wherein grain of different owners is mixed, shall be declared public warehouses. As the law forbids mixing in public elevators, this would probably put a stop to it.

THE Dakota Legislature has passed the Sheets bill, which permits any company of farmers or other persons or person to construct and operate warehouses or elevators on the railroad right of way, and to build side tracks thereto, and to provide shippers reasonable facilities for the shipment of grain over such road.

AMONG the new advertisements in this issue is that of the York Foundry and Engine Co. of York, Neb., of which J. C. Kilner, well known to the grain men of the West, is president and manager. They make a specialty of mill and elevator supplies, and will be pleased to hear from all who have requirements in that direction.

A PROMINENT member of the Chicago Board of Trade has been "fired" for two years for trading in "puts" and "calls" and cutting commissions. It is said that in the past year or two he has made about a quarter of a million dollars. The modest version he gives of the matter is that the other members are jealous of his success.

MORTON MFG. Co. of Romeo, Mich., write us that they are receiving inquiries every day for their powers, and that business is quite satisfactory. Among recent inquiries (received through their advertisement in the AMERICAN ELEVATOR AND GRAIN TRADE) was one from St. Petersburg, Russia, for a power to operate a grain elevator.

HUNTLEY, CRANSON & HAMMOND, of Silver Creek, N. Y., write us that trade with them is A No. 1. Their sales for the first three months of 1889 were more than double those of the first three months of 1888, which indicates a very busy season for them. Hereafter Henry Simon, 20 Mount street, Manchester, Eng., will be their European agent.

At a special meeting of the Grain Receivers' Association of this city, held recently, it was resolved to oppose the proposed change in the rules of the Board of Trade, making an official carload 28,000 pounds, and they declared themselves in favor of the rule as it now stands, which states that a carload of grain or seed shall contain 24,000 pounds.

READERS will note the advertisement of the H. J. Deal Specialty Co. of Bucyrus, Ohio, on another page. They manufacture and handle a large number of devices for the use of grain men and millers, and those who want a grain tester or any of the other hundred things which the Deal Specialty Co. handle, should send for their illustrated folder "T." If you want something, and don't know where to get it, send to them for their folder "T," and it's odds that you find it priced there. That folder is a great thing. By the way, note the advertisement of the California Separator,

made by M. Deal & Co. of Bucyrus, one of the oldest and best known firms in the business of making grain cleaning machinery.

THE case of the heirs of Gustavus Brown against the syndicate of grain men and millers who purchased the wheat damaged by the burning of the St. Anthony elevators at Minneapolis in 1887 is up for trial the third time. Brown and others were hired to remove the wheat, but were killed by falling walls. His heirs have sued for \$5,000 damages.

THE Frost Manufacturing Company of Galesburg, Ill., have been obliged to enlarge their shops, add more machinery and get out an entirely new catalogue for their season's business. Their business increased 40 per cent. the past year, and judging from our acquaintance with them and their knowledge of the elevator business they will keep up their record the coming year.

THE names of business firms are sometimes suggestive. In Chicago there is a firm of Schweitzer & Beer. They don't keep a saloon, however, but a toy store. Down in Ohio a few years ago there was a firm Death & Clutch, who operated a flour mill. At Mt. Upton, N. Y., there is a firm, Grain & Bagg. They don't run an elevator or flour mill, as they ought to, but a saw mill.

WE give an account elsewhere of a meeting of the wheat buyers of Brown and adjoining counties of Dakota for the purpose of organizing a wheat buyers' union. This is a move in the right direction, and the grain buyers of other localities would find it greatly to their advantage to follow the example of their Dakota brethren. The Iowa dealers are especially in need of an association and joint action.

MR. CRAFTS recently introduced a bill in the lower house of the Illinois Legislature legalizing dealing in options. He wants that section of the criminal code making dealing in puts and calls illegal repealed. He thinks this would put a stop to the frequent squabbles on the Board of Trade. Mr. Craft says a man can buy a horse by securing an option, but that he can't buy grain by the same sort of a contract, and he does not believe the law should make any such distinction.

THE Duluth News in a recent issue rightfully says: "The Duluth Board of Trade will never have occasion to regret its insistence upon maintaining the high standards of its wheat grades. The temptation to do as others did, and thereby be temporarily benefited, did not phaze the local dealers, and the result is that in the markets of the world Duluth wheat will continue to take first rank." Foreign experts are fully aware of the fact that Duluth No. 1 hard can always be relied upon as being first-class and the best to be had.

ELEVATOR men and other readers will notice the new advertisement of the Nurdyke & Marmon Co. of Indianapolis in this issue. This firm needs no introduction to the machinery using public, as an honorable business career of nearly forty years has made their name known all over the country. They take contracts for complete elevators, flour mills, feed outfits, and hominy mill plants. Write them for their printed matter. They have one of the best equipped works in the United States, with every facility for turning out the best work expeditiously and at low prices.

THE Grain Committee of the lower house of the Minnesota Legislature has recommended that the bill to regulate the furnishing of cars and the shipment of wheat be passed. The bill provides that every common carrier shall, upon reasonable request, furnish transportation for all wheat or other grain, whether stored in elevators or warehouses, or offered for shipment in bulk or otherwise at or from any established side track, at any regular station on its line, promptly and without discrimination for or against any person, company or corporation; and every common carrier shall

keep at its several stations a complete register of all cars and to whom the same are furnished, the date when applied for, and when furnished; said register being public.

REPORTS from different parts of California show that the acreage of grain has been greatly increased, and that the prospects for an excellent crop have not been better since 1880. The rainfall has been good throughout the state, and the ground is so well filled with moisture that the crops will mature nicely with the aid of a few slight showers.

REPRESENTATIVES of Michigan grain men and millers recently appeared before the Railroad and Warehouse Committee of the Michigan Legislature in the interest of the grain inspection bill now pending before that body. It seems that of late the grain inspection at the grain centers of that state has been anything but satisfactory, and the bill has been introduced in hope of procuring better inspection.

In the case of *Rigdon vs. Conley* the Appellate Court of this county has decided that a commission merchant cannot lawfully withhold from inspection his books and accounts in suits brought by customers to recover moneys or verify accountings. For nearly three years a customer of John T. Lester & Co., one of the principal firms on the Chicago Board of Trade, has been trying to have the courts compel the firm to give up their books for inspection, but as yet the firm has refused to comply with every such order of the courts. The late decision of the Appellate Court applies directly to the Lester case, and the outcome will be watched with interest.

A FULL page is devoted in this issue to tell what users think of the Three-Reduction Feed Mill made by the Geo. T. Smith Middlings Purifier Co. of Jackson, Mich. Like all the machinery made by this firm, it is constructed in the best manner. It is especially adapted for grinding feed, cornmeal, screenings, buckwheat, barley, malt, graham flour, etc. How well it performs its functions may be gathered from the testimonial letters in the advertisement. The Smith Company will ship this machine to responsible parties on thirty days' trial on the guarantee that the mill will produce superior results with a saving of one-half the power used by burr mills.

In the suit brought by the city of Duluth against the St. Paul & Duluth Railroad, Wm. Dunn et al., to collect \$950, the amount paid out by the city for the removal of burnt grain and ruins of two large elevators destroyed in that city in November, 1886, the Supreme Court of Minnesota has reversed the decision of the District Court. The defendants bought the damaged grain, agreeing to remove it inside of thirty days, and after taking what they wanted left a large quantity in various stages of consumption. This was a public nuisance and the city removed it, and then brought suit to collect. The District Court decided that the contract was to remove all the wheat, ashes and worthless matter, but the Supreme Court holds that the purchasers of grain damaged by the burning of an elevator are not obliged to remove the grain which they consider worthless.

THE amendment to the Interstate Commerce Law recently passed, which requires ten days' notice to be given of an advance and five days' notice of a reduction in through lake and rail rates, gives the Grand Trunk Railway a great advantage over its American competitors in carrying grain to New England. The Grand Trunk will not have to give any notice of a reduction, and hence will get all the trade for five days after notice of every reduction is given. The agents of the American lines thought to overcome the difficulty by fixing the rate from Buffalo to Eastern points and adding to the current lake rates, but Interstate Commerce Commissioner Schoonmaker decided that bills of lading, in which lake and rail rates were

quoted independently, implied some common control, management, or arrangement for continuous shipment between the water carrier and the rail carrier, and brought the traffic under the Interstate Commerce Law.

ONE of those pleasant occurrences which we are always glad to notice took place at the hay press works of Geo. Ertel & Co., Quincy, Ill., April 10, when Mr. George Ertel was presented by his employes with a handsome gold-headed cane, suitably engraved, as a reminder that it was his fiftieth birthday. The company has just finished its new works, which is the largest exclusive hay press manufactory in the United States.

INDIANAPOLIS grain men are trying to compel the railroad companies to weigh all grain shipped over their lines, when it is loaded, and to force the roads to deliver the full quantity of grain at destination, or make up the shortage in cash. The question has been decided indirectly, in favor of the railroad companies by the commission, but the matter was not placed before them in the usual way, or as fully as it might have been. During the last two or three years the railroads have been active in seeking to gain every advantage possible over their patrons. The grain men should be equally active in seeking to obtain their just rights and to protect their business.

RECENTLY Prof. Saunders of the Government experimental farm at Ottawa, Ontario, procured a number of specimens of Ladoga wheat, and sent portions of each to the Boards of Trade at Montreal, Quebec, Toronto, Ontario, and Winnipeg, Manitoba, for classification. The Montreal Board of Trade reported that, with the exception of one sample, it would "all grade as hard wheat." The Toronto Board referred the matter to a special committee, which declared that the whole of this very same wheat was of the soft variety and worth from 11 to 12 cents per bushel less than red Fyfe. The Winnipeg Board pronounced the article to be graded with the "Northern" classes, and that the best sample was worth only 5 cents less than No. 1 Manitoba hard for milling purposes. Messrs. Ogilvie of Montreal, and Gillet of Port Arthur, Ontario, grain inspectors, about agreed with the Montreal Board; they ranked all hard except the one ranked soft by the Montreal Board. This surely shows that there is something wrong with the grain standards of the Dominion, or else with the inspectors.

DOTS AND DASHES.

Sioux City is to have another corn palace this year.

It is estimated that the farmers of Southwestern Iowa have 60 per cent. of last year's corn crop in cribs.

A. T. Wickwire and three other farmers have been arrested at Grand Forks, Dak., for stealing wheat from elevators.

From 30,000 to 50,000 acres of wheat were washed out by a break in the levee above Calusa, Cal. The loss is estimated at \$500,000.

Nearly 110,000 bushels of seed wheat, besides oats, have been apportioned to the farmers of Minnesota who lost their crops last year.

Dr. Cotton and a Mr. Corn are struggling for the Jasper postoffice. Cotton or Corn may be king of the burg.—*Sentinel*, Indianapolis, Ind.

"What were you thrashing your boy for last night?" asked a neighbor of Mr. Caution. "Wild oats," was the old man's reply.—*Pittsburg Chronicle*.

H. S. Peterson of Elliott, Ill., while loading oats from an elevator, dropped his watch, and some farmer will perhaps find it in his seed box when sowing oats.

According to the report of the Agricultural Department, issued recently, 82 per cent. of the corn crop of 1888 was merchantable; this is less than in 1884, 1886 or 1887. The amount still on hand March 11 was reported to be 39.6 per cent.

It is said that oats grown in England and Scotland weigh fifty pounds to the bushel, while the same seed grown in this country will give but forty pounds, and in three seasons reach the usual weight of oats in this coun-

try, which is twenty-eight to thirty pounds to the bushel. The reason is that the climate of Great Britain is better adapted to the development of this grain than ours.

It is now claimed that Post, the freight bureau sharper, swindled Albert Munger, the elevator man, out of \$200,000, and that he had fully \$500,000 in cash when he left Chicago.

Milwaukee grain buyers claim that the process of scouring and clipping second rate oats, and selling the grain as high grade, is being taken advantage of by Chicago elevators, where, as alleged, patented machines do the scouring and clipping.—*Er*.

"For the credit of his department Secretary Rusk should put a stop to such nonsense (the Government crop reports), and at once."—*Chicago Daily Business*. And encourage the growth of bucket shops instead of grain, eh?—*Western Cultivator*.

Dakota grew over 26,000,000 bushels of corn in 1888, and yet a Chicago trade paper speaks of our "trying to grow a little corn as an experiment." The ignoramus that runs that Chicago trade paper had better go soak his head.—*Yankton Herald*.

A scheme to irrigate the southern portion of Laramie plains in the southeastern part of Wyoming is now being considered by capitalists. It is claimed that by the expenditure of \$250,000 fully 100,000 acres can be irrigated so that oats and wheat can be raised in vast quantities.

Knew them—Two men sitting in a Chicago hotel—"Say," says one, "what have you done with your corner lot?" "Nothing yet, but am going to plant it in corn. What have you done with your hotel?" "I have stored oats and fodder in it." Negro porter (musing)—"Dem men is fum Injunapolis."—*Arkansas Traveler*.

The directors of the Chicago Board of Trade recently indorsed the petition of the Toledo Board to the Interstate Commerce Commission praying that the rates on grain and other commodities from Chicago to Boston and Boston points shall not exceed the rates fixed on like commodities from Chicago to New York and New York points.

The March of Cultivation—Mr. Bluff (to his traveling acquaintance)—"Surprised at the evidences of culture you saw in the West, eh? Why, they're raisin' corn in the Kaw River bottom lands that's sixteen feet high. If the East can beat that for culture, you'd better show up the goods!"—*Life*.

A gentleman of North Dakota has patented a powder which he calls "Insecticide," which he claims will kill, destroy and perpetually obliterate all the wicked chinch-bugs. He has been studying the subject for over twelve years. A company is being formed, and a mill will soon be erected for its manufacture.

From Jan. 1 to March 9, San Francisco received 13,763,493 cents of wheat and flour, reckoned as wheat, against 9,884,958 cents for the corresponding period of 1888. The wheat clearances from July 1, 1888, to March 13, 1889, were 10,533,785 cents, against 6,990,303 cents for the corresponding period of 1887-88.

A grain merchant of Brentwood, England, found almost \$2,000 in gold, notes and silver in a sack of oats. He returned it to the poor farmer from whom he had bought the oats, and was rewarded with a bushel of grain and the promise of a rabbit. The farmer's mother was a miser, and is thought to have made a hiding place of the bag, which had been stored in her son's granary a long time.

Upon the invitation of the United States Government, a conference will be held at Washington this fall between this Government, the republics of Central and South America, Hayti, San Domingo and the Empire of Brazil, to consider among other things the adoption of a uniform system of weights and measures, and laws to protect the patent rights, copyrights, trademarks of citizens of either country in the other.

During the month of January we imported breadstuffs valued at \$659,208, against \$611,402 for the same month of 1888, and for the seven months ending Jan. 31, 1889, we imported breadstuffs valued at \$5,612,460, against \$6,712,395 for the seven months ending Jan. 31, 1888. During the seven months ending Jan. 31, 1889, we imported barley valued at \$5,372,150; corn valued at \$435; oats valued at \$6,125; wheat valued at \$118,411, and wheat flour valued at \$3,576. For the seven months ending Jan. 31, 1888, we imported barley valued at \$6,320,809; corn, \$9,491; oats, \$13,755; wheat, \$261,966, and wheat flour, \$10,518.

ITEMS FROM ABROAD

A large grain house in Berlin is reported to have failed.

The prospects are that Italy will have a good crop of wheat.

Spring wheat is backward, both in the United Kingdom and France.

India has commenced to ship her new crop of wheat to European markets.

The Argentine Republic has the largest corn crop ever grown in that country.

Late reports state that Victoria, Australia, will have 2,000,000 bushels of wheat available for export.

Three elevators, each to have a capacity of 1,000,000 bushels, are being built at Buenos Ayres, Argentine Republic.

Mr. Henry Howis Robins, who had been secretary to the Mark Lane Corn Exchange, London, since 1866, died March 27.

Crop reports from Germany were favorable, the winter rye and wheat being generally protected by snow from the recent severe weather.

It is reported that there are large supplies of maize in the districts along the Danube which will be shipped out as soon as the roads will permit.

A large operator in wheat recently committed suicide at Antwerp, Belgium. He held 2,400,000 bushels in Europe and 1,000,000 bushels in America.

During the three weeks ending March 30 the United Kingdom imported 706,000 quarters of wheat, 481,000 quarters of corn, and 325,000 barrels of flour.

New Zealand has about 5,000,000 bushels of new wheat ready to ship to the United Kingdom. The harvest is one of surpassing excellence, both in quantity and quality.

The Belgian Agricultural Leagues Federation has unanimously adopted a resolution favoring the imposition of a duty upon agricultural products imported from abroad.

India exported 29,160,600 bushels of wheat, of 60 pounds each, last year, against 27,044,900 bushels in 1887; 42,289,100 bushels in 1886 and 39,673,400 bushels in 1885.

It is reported that there are whole provinces in the interior of Russia where the inhabitants are dying of starvation, and that many of the villages have eaten up the last grain saved for seed.

The French Chamber of Deputies has passed a bill doubling the import duties on rye, and adding five francs per hundredweight to the duty on rye meal. This will affect Germany's exports principally.

It is reported that the Australian colonies will require 1,500,000 bushels of wheat to meet the deficiency in their crops. Several hundred thousand bushels have been shipped to Sydney from San Francisco.

The government of Portugal recently advanced the duty on wheat without giving any previous notice of such advance, causing considerable loss to dealers who had cargoes on the way or contracts to ship.

Emil Treitel, one of the largest grain dealers in Berlin, Germany, has suspended payment. His liabilities amount to \$1,500,000. The failure effects the grain exchanges of Vienna, Pesth, Amsterdam, Paris and New York.

Late advices from the Argentine Republic state that the reports of the damage to the wheat crop proves to have been exaggerated, and it is stated that it is not improbable that as much wheat will be exported as in the previous season.

A special cable dispatch to *Bradstreet's*, dated Melbourne, Australia, April 2, states that there were held in store in Australia and New Zealand on April 1, 1889, 2,886,000 bushels of wheat, compared with 3,123,000 bushels on Jan. 1 this year.

Beerbohm estimates that the stocks of wheat in first hands will be reduced to 5,000,000 bushels in the United Kingdom by Sept. 1, and says that, although for so long a period estimates can only be to an extent vague, by the most liberal allowance the supplies will be short, and stocks will diminish during the remainder of the season.

The shipments of wheat from India for the two weeks ending March 30 to the United Kingdom were 1,200,000 bushels and 40,000 bushels to the Continent. For the five weeks ending March 30, the shipments to the United Kingdom were 1,200,000 bushels and 220,000 bushels to the Continent.

The total yield of wheat in South Australia is estimated at 6,200,000 bushels from an area of 2,000,000 acres, not more than one-fifth of which is worth reaping. In many large interior wheat-buying centers the millers and shippers have closed their wheat-buying agencies. The total surplus for export is estimated at less than 3,000,000 bushels, against 10,500,000 bushels last year.

PERSONAL

John Kreuder, grain dealer at Akron, Ohio, has been elected a member of the city council.

Albert Harrison, a well-known grain man of Rochester, Minn., has decided to move to Minneapolis.

E. G. Knight, head of the grain firm of Knight & Tinder, Monticello, Ill., has been very sick of late.

Wm. M. Dunlap, a grain commission merchant of Franklin, Ind., has been appointed marshal of that state.

J. S. Sutcliffe, who was formerly engaged in the grain business at Minneapolis, Minn., will soon start a cracker factory at Tacoma, Wash.

Mr. T. Cochrane, the genial grain man of Lincoln, Neb., has been seriously ill for some time, but at last reports was improving rapidly.

Edward Roelkey, chief grain inspector of the Baltimore Corn and Flour Exchange, fell from a street car recently and dislocated his shoulder blade.

A Springfield, Ill., paper says that Mr. Thomas F. Mitchell is a candidate for an important place in the grain inspection department of Chicago.

H. A. Spaulding has been appointed commissioner for

the State of Illinois to the Paris Exhibition, and is exerting himself in the interests of the special corn exhibit.

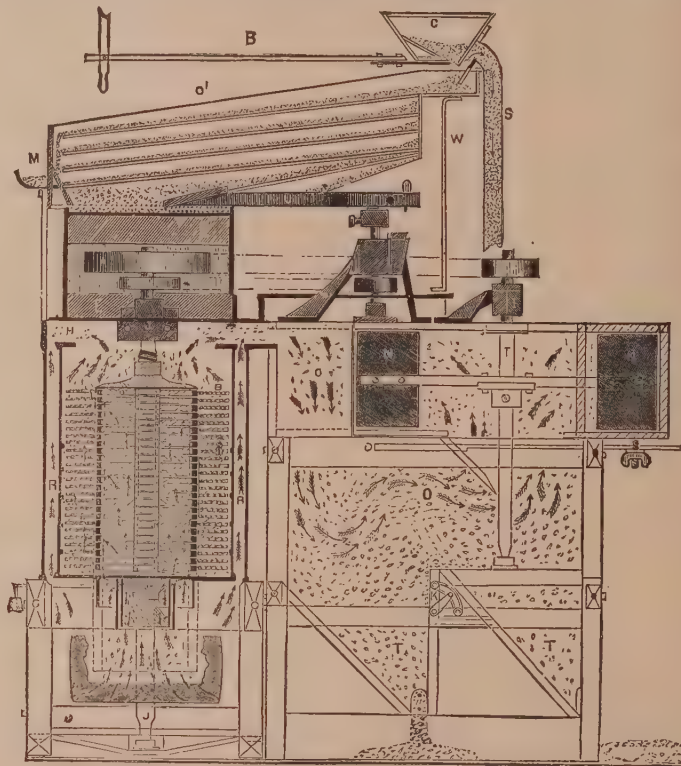
Hon. Patrick Egan, grain merchant at Lincoln, Neb., and formerly president of the Irish National League of America, has been appointed to represent the United States Government in Chili.

W. B. Tredway, who was general manager of the corn palace at Sioux City last fall, will go to Paris to superintend the display of corn at the pavilion that will be built at the Paris Exposition this season.

Dan Loring owns about 200 bucket shops throughout the country, and his telegraph bill annually amounts to about \$300,000. He invests his profits in real estate, lives in elegant style in New York, and owns many fine horses.

We are pleased to note that our friend, Mr. Simeon Howes of Silver Creek, N. Y., has been elected president of that thriving village, and what is more, he received the unusual compliment of being nominated by both caucuses. Mr. Howes is well known throughout the country as the manufacturer of the famous Eureka Grain Cleaning Machinery. We congratulate Mr. Howes upon his election, and the citizens of Silver Creek in obtaining such an able man to serve them. The Silver Creek *Local* says of him: "A man of affairs, a large employer of labor, a man whose business transactions extend almost the world over, he could only accept the position at a sacrifice of his personal interests or by the assumption of cares and duties which, perforce, must prove burdensome and unpleasant. No money consideration would have induced him to accept this office, and it was only after much hesitation he was prevailed upon to let his name be used. Successful, prudent, careful and conservative in the prosecution of his private affairs, he cannot be otherwise in the administration of public affairs."

EXCELSIOR OAT CLIPPER, SEPARATOR AND GRADER, REFERRED TO IN THE LETTER BELOW, FROM MESSRS. R. A. YELLOWLEE & CO., OF NEW YORK CITY.



SECTIONAL VIEW, REPRESENTING THE MACHINE AS THOUGH CUT IN TWO EXACTLY IN THE MIDDLE.

A—Receiving Hopper. B—Feed Slides. S—Separating Trunk, with suction on grain, before passing on to Sieves. O—Shaker with Sieves. M—Discharge of refuse from Sieves. U—Pitman to motion Shaker. W—Shaker Stand. E—Separating Trunks. A A A—Pulleys. O O—Separating Chambers. K—Valve to Separating Chambers. T T—2d and 3d Separation. D—Slide Valve under Fan regulating Suction. N—Fan Discharge.

PERSPECTIVE VIEW GIVEN IN ADVERTISEMENT ON INSIDE OF FRONT COVER, THIS PAPER.—[EDITOR.]

R. A. YELLOWLEE.

AUGUSTUS TALBOT.

R. A. YELLOWLEE & CO.,

GRAIN COMMISSION,

2 AND 4 STONE STREET, NEW YORK.

OATS A SPECIALTY.

CONSIGNMENTS SOLICITED. LIBERAL ADVANCES.

E. H. PEASE MFG. CO., RACINE, WIS.

In reply to your letter inquiring as to the relative value of oats clipped by your "Excelsior" Machine, as compared with oats clipped by other machines, we would say that the "Excelsior" turns out oats in fine condition, and we are selling them here at top prices.

We think your machines do very superior work and ought to be given the preference by all persons using such machines. We notice they are more expensive than others, but judging from the better price oats clipped on the "Excelsior" will bring in this market, we should think the "Excelsior" ought to pay for itself in a very short time, and consequently be very much the cheaper machine for the purchaser in the long run.

You may not be aware of it, but we have received numerous inquiries from grain men in the West, asking which we considered the best Oat Clipper in this country, and we have always recommended the "Excelsior." We do this for we naturally like to handle oats prepared in the best way possible, as there is much more ready sale for them than there is for badly clipped oats.

Yours truly,

(Sgd.) R. A. YELLOWLEE & CO.

New York, March 19, 1889.

TO POULTRY RAISERS.

The Complete Poultry Manual is a neat little work which is well worth reading by those interested in poultry, or by boys or girls who want to turn an honest penny. The price is only 25 cents. Sent postpaid on receipt of price. Address

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184 Dearborn Street, Chicago, Ill.

For Sale.

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A 20,000-bushel elevator and dwelling at Whitten, Hardin county, Iowa. For particulars address
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FOR SALE.

An elevator at a good point on the St. Paul, Minneapolis & Manitoba Railway. Will sell cheap for cash; owner being engaged in other business. For particulars apply to

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FOR SALE.

A 10,000-bushel steam elevator on the B. & M. R. R., in the best oats, corn and flax district in Nebraska. Possession June 10. Address

T. C. T., care C. W. Varney & Co., Lincoln, Neb.

FOR SALE.

Our elevator on the B. & M. R. R. in this city. It is said to be the model elevator of the state; has a capacity of 25,000 bushels and crib room for 19,000 bushels. Office and scales with fixtures. Engine 15-horse power. Corn sheller in elevator with a capacity for shelling 3,500 bushels per day. Built four years ago. All for \$6,000; half cash, mortgage for balance.

H. S. ELMORE & SON, Beatrice, Neb.

TWO EXPERT OPINIONS.

Office of THE BRADFORD MILL CO.,
FLOUR MILL MACHINERY,
CINCINNATI, O., Jan. 14, 1889.

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GENTLEMEN—Your Steel Elevator Buckets are unquestionably the best Cups on the market, and we find ready sale for them to our trade. We find that when parties have once used them, or even examined them, that they will have nothing else in the way of an Elevator Cup. You may expect materially increased orders from us in the future. Wishing you much success, we are

Yours very truly,
THE BRADFORD MILL CO.

Office of STILWELL & BIERCE MFG. CO.,
MILLING AND HYDRAULIC ENGINEERS, BUILDERS AND CONTRACTORS,
DAYTON, OHIO, Jan. 11, 1889.

THE AVERY STAMPING COMPANY:

GENTS—We take pleasure in expressing to you our high opinion of the merits of your Seamless Elevator Buckets. They give satisfaction both to us and to our customers.

Yours truly,
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Special Attention to Sale of

Flour, Provisions, Potatoes, Apples and all Western Products.

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Liberal Advances made in Cash on Consignments. Correspondence respectfully solicited. Satisfactory References will be given.

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FOR PURE FIFE WHEAT FOR SEED, IN CAR LOTS,
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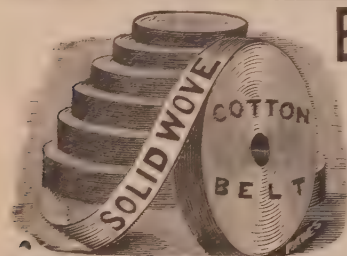
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In Nebraska by W. H. AXTER at Lincoln, Neb.; and
In Missouri and Kansas by E. L. WAGGONER, Kansas City.

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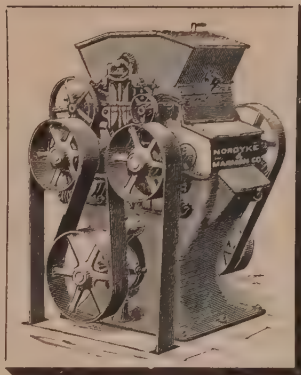
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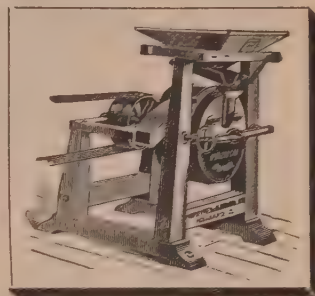


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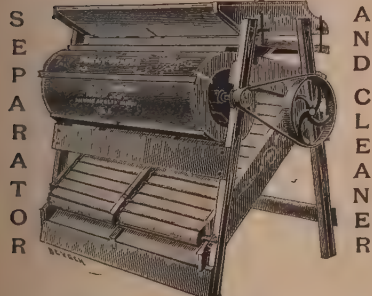
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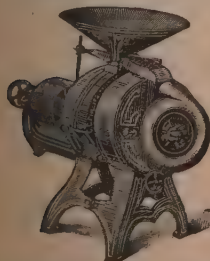


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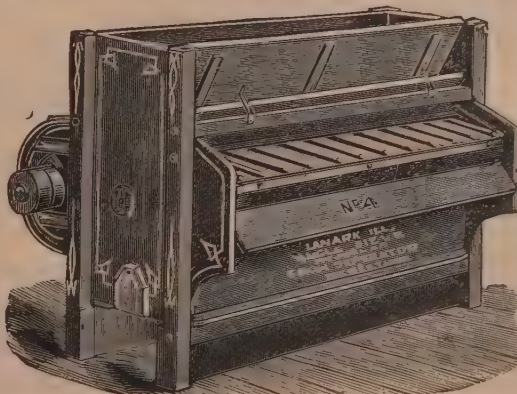


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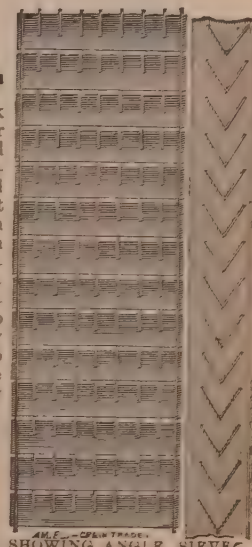
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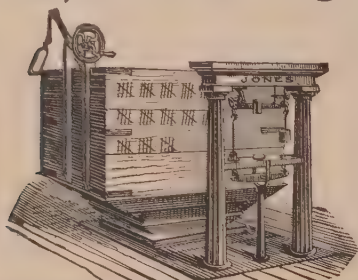
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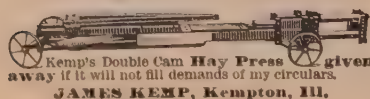


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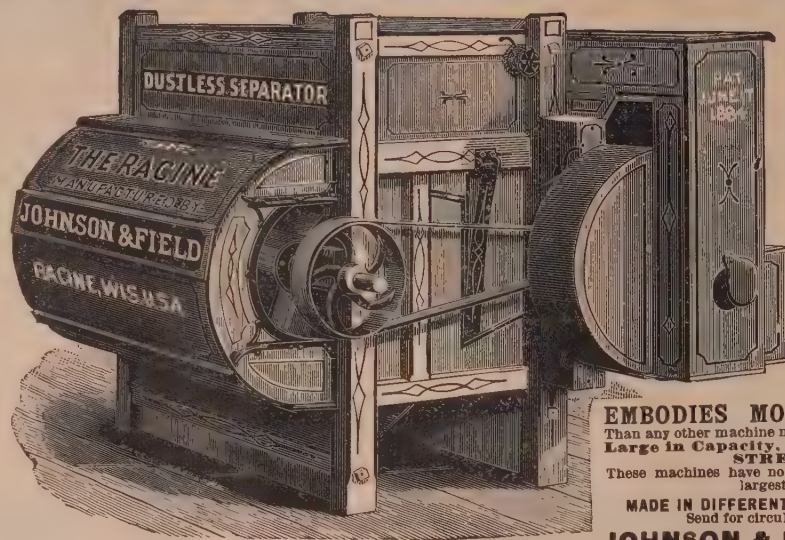
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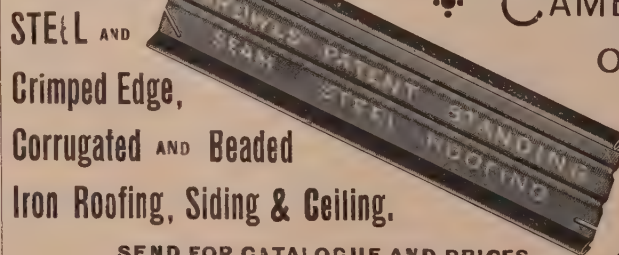
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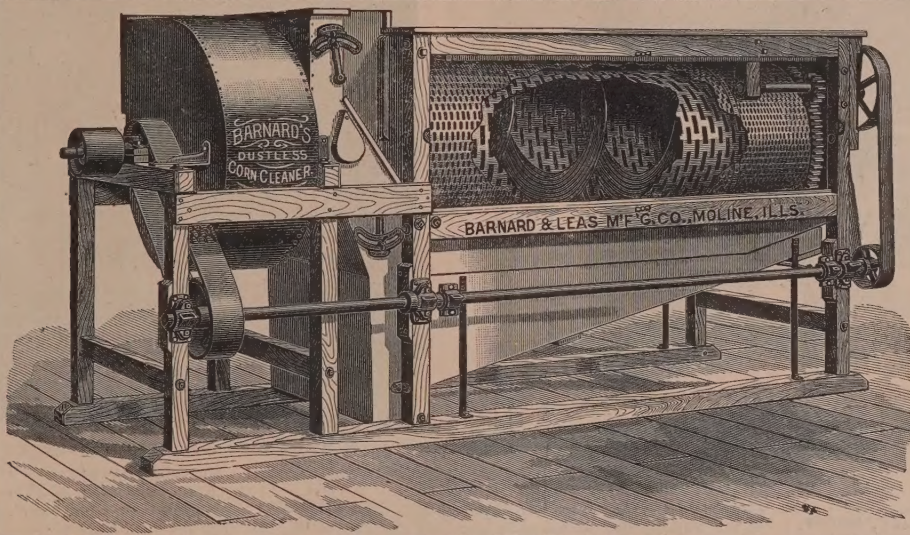
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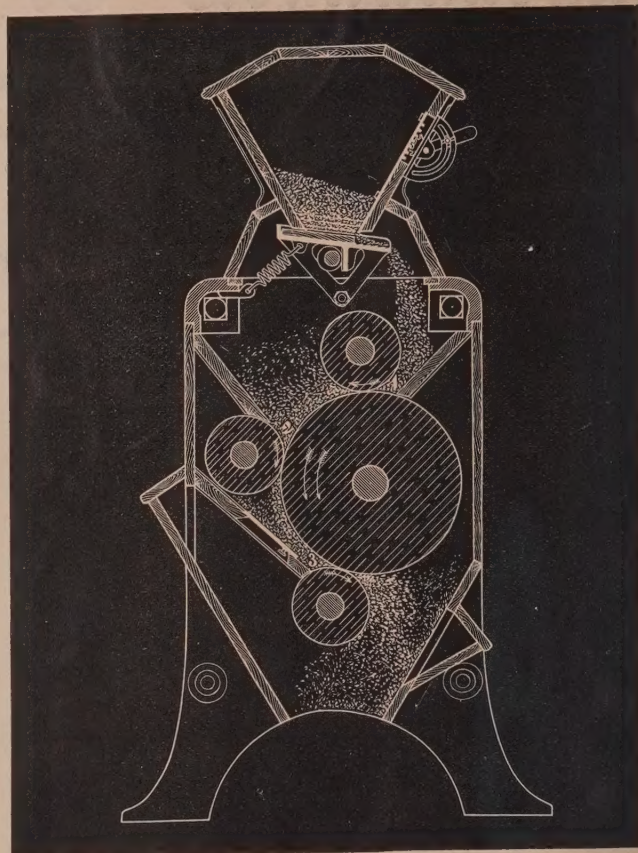
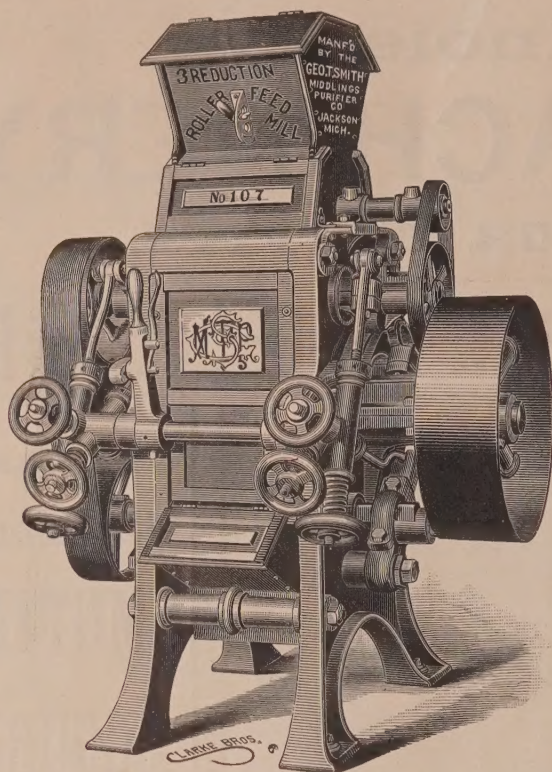
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John Mower,
HADLEY, MICH.
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I have tried the Feed Rolls to my satisfaction, and am satisfied they are "Little Daisies." I have ground corn and oats, screenings, chess and buckwheat; in fact, they will grind anything. I send you this day draft for the rolls.

Jones & Fredericks,
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The Feed Mill we purchased of you gives entire satisfaction, both to us and our customers. In three hours' time we ground 6,300 lbs. of corn and oats, and did a better job than we could have done with our burrs in twice the time. Don't think it takes more than one-half the power to run the rolls that it does the stone.

F. W. Stock,
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GENTLEMEN:—The twelve inch Roller Feed Mill bought of you this winter, and put up in my "Litchfield" Mill, and for which I send you New York draft as payment in full, is still giving the best of satisfaction. My millers over there are saying it is the best machine they have in the mill, and are more than pleased, and best of all, I am well pleased myself, as the capacity suits me exactly. The farmers are well satisfied with the grinding we have done for them, and the proof is they are coming back and bringing their neighbors also. The large capacity is another important feature for the farmer. By the time he gets the last bag out of the wagon he can commence loading up the ground feed, so there is time saved for them. You are at liberty to refer any one in need of a "Feed Mill" to me.

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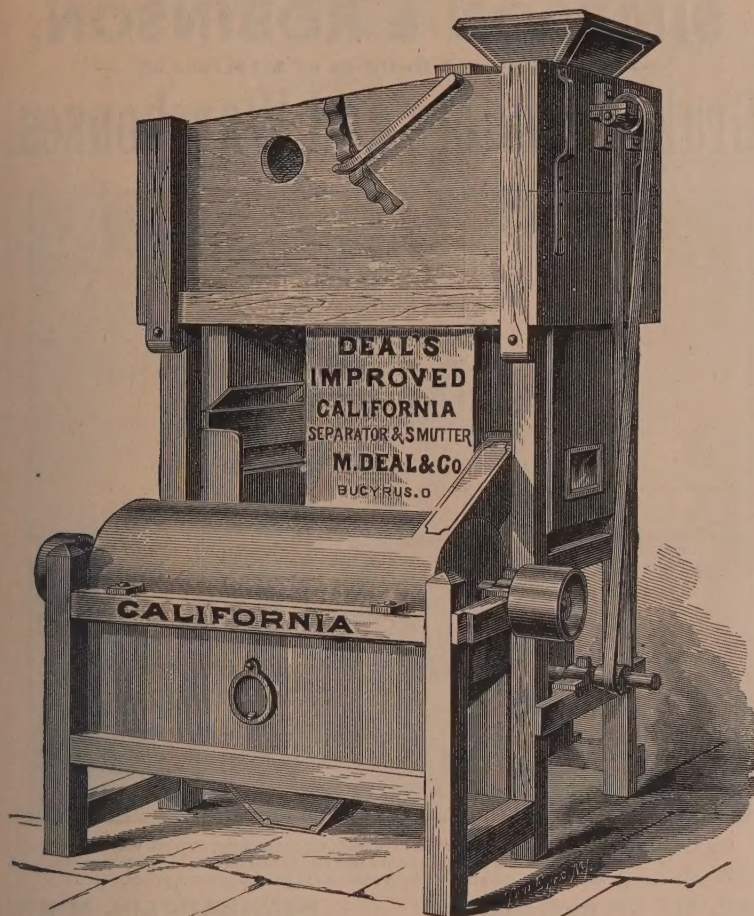
Shellabarger Mill & Elevator Co.,
DECATUR, ILL.
January 12 1889.

Reply to your favor of the 9th inst., in reference to the Three Reduction Roller Feed Mill we purchased from you, would say that we have been using this for some months grinding our screenings, and we are very much pleased with the machine. We have used both burrs and the roller mill on the same stock and we are frank to say that this machine does better work with less power than any other machine we have ever used.

Rice, Tapp & Givens,
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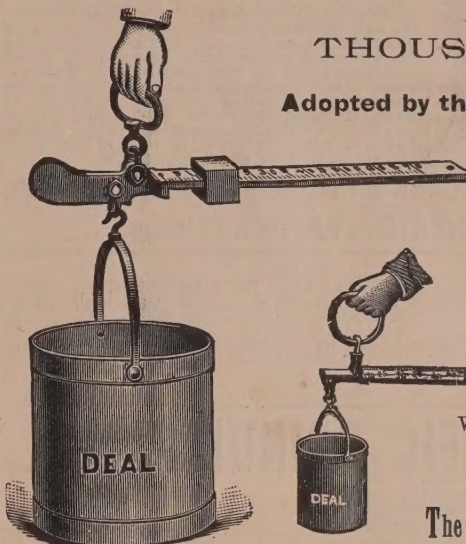
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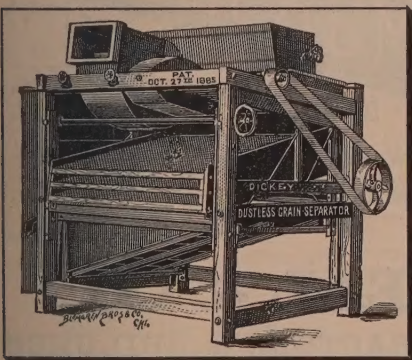
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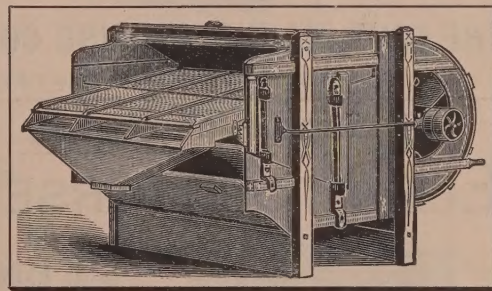
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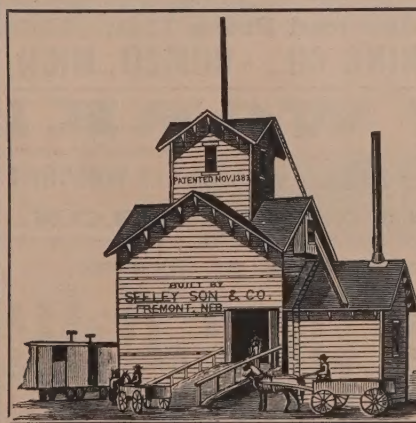
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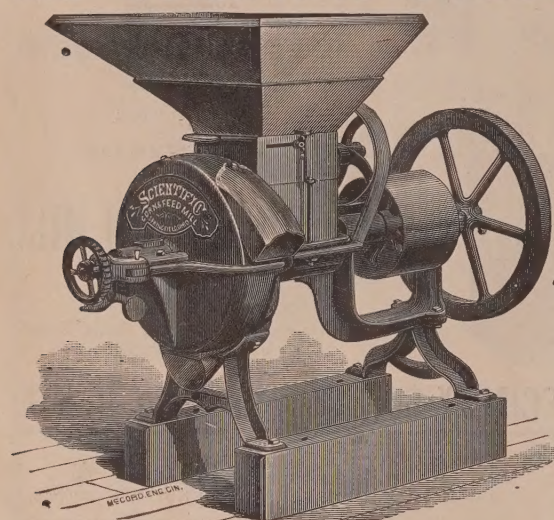
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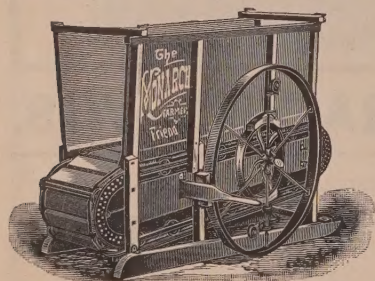
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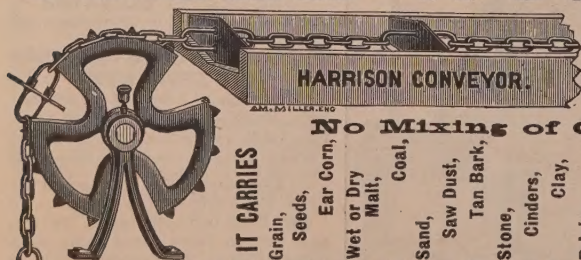
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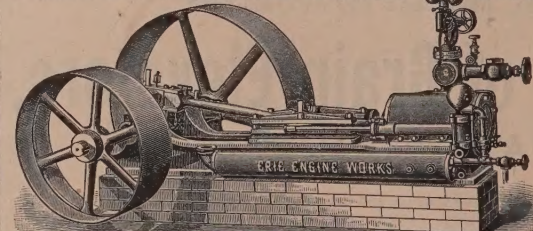
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